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VOL. 28

ANNUAL REPORT

OF THE

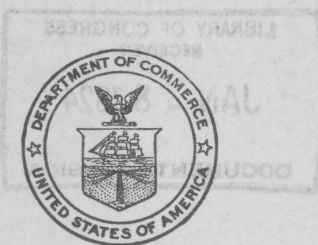
COMMISSIONER OF NAVIGATION

TO THE

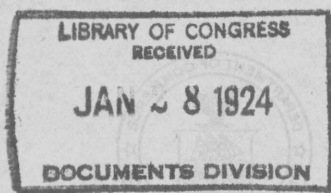
SECRETARY OF COMMERCE

FOR THE

FISCAL YEAR ENDED JUNE 30, 1922



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REPORT

OF THE

COMMISSIONER OF NAVIGATION.

DEPARTMENT OF COMMERCE,
BUREAU OF NAVIGATION,
Washington, September 15, 1922.

SIR: I have the honor to submit herewith my annual report for the past fiscal year:

AMERICAN SHIPPING ON JUNE 30, 1922.

On June 30, 1922, the merchant marine of the United States, including all kinds of documented vessels, comprised 27,358 vessels of 18,462,968 gross tons, of which 3,135 seagoing vessels of 12,960,841 gross tons were 1,000 tons or over, compared with 28,500 vessels of 18,350,000 gross tons on June 30, 1921. This is the largest tonnage ever under the American flag. Following is an analysis of the ownership of seagoing tonnage compared with one year ago:

| July 1— | Private ownership (500 tons and over). | | | | | |
|-----------|--|-------------|-------|-------------|--------|-------------|
| | Steel. | | Wood. | | Total. | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| 1921..... | 1,032 | 4,195,206 | 893 | 1,045,424 | 1,925 | 5,240,630 |
| 1922..... | 1,075 | 4,640,345 | 858 | 1,023,978 | 1,933 | 5,664,322 |

| July 1— | United States Shipping Board (1,000 gross tons and over). | | | | | |
|-----------|---|-------------|-------|-------------|--------|-------------|
| | Steel. | | Wood. | | Total. | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| 1921..... | 1,519 | 7,247,284 | 279 | 746,487 | 1,798 | 7,993,771 |
| 1922..... | 1,465 | 7,034,296 | 246 | 652,677 | 1,711 | 7,686,973 |

The decrease in the number and tonnage of vessels of the Shipping Board is due to losses, sales to aliens, sales to citizens, scrapping and transfers to other branches of the Government. The increase in private ownership is due, partially, to the transfer of vessels to such ownership from the Shipping Board.

Of this tonnage on June 30 last 2,328 vessels of 500 gross tons and over of 10,174,607 gross tons were engaged in the foreign trade and

1,316 vessels of 3,176,689 gross tons were in the coasting trade. These trades are itemized as follows:

| | Foreign. | | Coasting. | | Total. | |
|------------------------------------|----------|------------|-----------|-----------|--------|------------|
| | No. | Gross. | No. | Gross. | No. | Gross. |
| Vessels 1,000 gross tons and over: | | | | | | |
| Steam and gas..... | 2,101 | 9,893,304 | 607 | 2,341,129 | 2,708 | 12,234,633 |
| Sailing..... | 104 | 192,491 | 323 | 533,717 | 427 | 726,203 |
| Vessels 500 to 999 gross tons: | | | | | | |
| Steam and gas..... | 26 | 17,816 | 92 | 69,798 | 118 | 87,614 |
| Sailing..... | 97 | 70,796 | 294 | 232,045 | 391 | 302,841 |
| Total..... | 2,328 | 10,174,607 | 1,316 | 3,176,689 | 3,644 | 13,351,296 |

Of the vessels of 1,000 tons and over, totaling 2,708 vessels of 12,234,633 gross tons, 195 vessels of 1,211,042 gross tons were passenger, 2,121 vessels of 8,610,688 gross tons were freight, 377 vessels of 2,330,291 gross tons were tankers, and 15 vessels of 82,612 gross tons were refrigerator ships.

The following is a classification according to size and comparison of the power employed by such vessels:

| Class. | Steel. | | Wood. | | Total. | |
|----------------------|--------|-------------|-------|-------------|--------|-------------|
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| 1,000 to 1,999..... | 83 | 138,756 | 55 | 77,107 | 138 | 215,863 |
| 2,000 to 2,999..... | 605 | 1,506,551 | 237 | 612,570 | 842 | 2,119,121 |
| 3,000 to 3,999..... | 302 | 1,038,218 | 39 | 120,671 | 341 | 1,158,889 |
| 4,000 to 4,999..... | 215 | 998,202 | ..... | ..... | 215 | 998,202 |
| 5,000 to 5,999..... | 537 | 2,988,220 | ..... | ..... | 537 | 2,988,220 |
| 6,000 to 6,999..... | 351 | 2,242,929 | ..... | ..... | 351 | 2,242,929 |
| 7,000 to 7,999..... | 147 | 1,082,002 | ..... | ..... | 147 | 1,082,002 |
| 8,000 to 8,999..... | 60 | 500,371 | ..... | ..... | 60 | 500,371 |
| 9,000 to 9,999..... | 15 | 144,521 | ..... | ..... | 15 | 144,521 |
| 10,000 and over..... | 62 | 784,515 | ..... | ..... | 62 | 784,515 |
| Total..... | 2,377 | 11,424,285 | 331 | 810,348 | 2,708 | 12,234,633 |

COMPARISON OF POWER OF VESSELS IN PRECEDING LIST.

| Date. | Steam engine. | | | | Total. | | Oil engine (internal combustion). | | Grand total. | |
|-------------------|---------------|----------------|---------------|----------------|--------|----------------|---|----------------|--------------|----------------|
| | Oil burning. | | Coal burning. | | | | | | | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| Mar. 1, 1922..... | 1,628 | 8,544,229 | 1,046 | 3,570,333 | 2,674 | 12,114,562 | 52 | 124,846 | 2,726 | 12,239,408 |
| Apr. 1, 1922..... | 1,633 | 8,564,938 | 1,035 | 3,529,077 | 2,669 | 12,094,015 | 51 | 124,733 | 2,720 | 12,218,748 |
| May 1, 1922..... | 1,637 | 8,587,278 | 1,033 | 3,519,516 | 2,670 | 12,106,794 | 51 | 124,733 | 2,721 | 12,231,527 |
| June 1, 1922..... | 1,640 | 8,623,185 | 1,027 | 3,502,822 | 2,667 | 12,126,007 | 51 | 130,618 | 2,718 | 12,256,625 |
| July 1, 1922..... | 1,643 | 8,643,666 | 1,014 | 3,460,462 | 2,657 | 12,104,128 | 51 | 130,505 | 2,708 | 12,234,633 |

In considering the immediate condition of the merchant marine the fact that on June 30 last 1,535 vessels of 5,762,205 gross tons were laid up must, of course, be taken into account. Eighty-six per cent of this tonnage belonged to the United States Shipping Board.

That the depression in shipping has not been confined to the United States will be seen from the following statement showing the tonnage laid up in the principal maritime countries of the world on June 30, 1922. These figures are taken from the best available sources but are only approximately correct.

| Country. | Gross tons. | Per cent. | Country. | Gross tons. | Per cent. |
|---|-------------|-----------|------------------|-------------|-----------|
| United States, excluding Great Lakes..... | 5,762,205 | 33.9 | Netherlands..... | 330,000 | 12.5 |
| United Kingdom..... | 1,600,000 | 7.2 | Norway..... | 112,000 | 4.3 |
| France..... | 1,200,000 | 31.2 | Greece..... | 100,000 | 14.0 |
| Italy..... | 585,000 | 20.4 | Japan..... | 79,000 | 2.2 |
| | | | Sweden..... | 7,132 | .7 |

Of the 5,762,205 tons laid up in the United States, 4,967,577 tons belonged to the United States Shipping Board, which was 64.6 per cent of the tonnage so owned, and 794,628 tons or only 8.5 per cent of the total tonnage belonged to private owners. The tonnage reported laid up on the Great Lakes, which is not included in the above figures, amounted to 29 vessels of 108,663 gross tons.

The small amount of tonnage laid up in Sweden is ascribed in part to the reduction in taxation and shipping charges in that country as well as to the benefit which it is believed will be derived from section 213 of the revenue act of 1921. This section provides that "The income of a nonresident alien or foreign corporation which consists exclusively of earnings derived from the operation of a ship or ships documented under the laws of a foreign country which grants an equivalent exemption to citizens of the United States and to corporations organized in the United States" is exempt from taxation under Title II of the act.

Following is a brief analysis of our shipping on June 30, 1917, as the United States entered the war, at the close of the fiscal year 1921, and on June 30, 1922:

| June 30— | Grand total. | | Seagoing. | | | | Great Lakes. | | All others. | |
|-----------|--------------|----------------|--|----------------|---|----------------|--------------|----------------|-------------|----------------|
| | | | Shipping Board (over 1,000 ^a gross tons). | | Private owners (over 500 gross tons). | | | | | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| 1922..... | 27,358 | 18,462,968 | 1,711 | 7,686,973 | 1,933 | 5,664,323 | 2,745 | 2,723,857 | 20,969 | 2,387,818 |
| 1921..... | 28,500 | 18,350,000 | 1,798 | 7,993,771 | 1,925 | 5,240,630 | 2,900 | 2,620,000 | 21,877 | 2,495,599 |
| 1917..... | 26,397 | 8,871,037 | 19 | 76,160 | 1,552 | 3,364,160 | 3,001 | 2,779,087 | 21,825 | 2,451,630 |

On June 30, 1922, there were building in American shipyards 105 vessels of 204,544 gross tons. Even these bald figures are eloquent of the extraordinary slump which has taken place in this industry in the past few years. Four years ago, under the pressure of the war, the United States had a tonnage under construction of about 4,000,000 tons. Since then there has been a steady decline until it has arrived at the state indicated by the figures recorded. In 1919 the United States exceeded the United Kingdom for tonnage on the stocks and looked as if it might become a formidable competitor, but now is among the smaller shipbuilding nations, being beaten, according to Lloyds, by England with 1,919,504 tons, Germany with 545,000 tons, France with 243,290 tons, Italy with 285,671 tons, and Holland with 226,318 tons, while she is a little ahead of Japan with 115,512 tons. It is perhaps well that the nature of the shipbuilding industry in this country, inflated under war pressure, is exotic, or consequences to the country would have been disastrous.

STATISTICS FOR THE YEARS 1921 AND 1922.

The following table shows the geographical distribution, motive power and material of construction, and trade of vessels of the United States and details of construction for the fiscal years 1921 and 1922:

COMPARISON OF AMERICAN MERCHANT MARINE OF 1921 AND 1922.

TOTAL MERCHANT FLEET.

| Classification. | 1921 | | 1922 | |
|-------------------------------|----------------|--------------------|----------------|--------------------|
| GEOGRAPHICAL DISTRIBUTION. | | | | |
| | <i>Number.</i> | <i>Gross tons.</i> | <i>Number.</i> | <i>Gross tons.</i> |
| Atlantic and Gulf coasts..... | 16,972 | 11,852,435 | 16,608 | 12,130,683 |
| Pacific coast..... | 6,409 | 3,467,872 | 6,298 | 3,473,581 |
| Northern lakes..... | 2,942 | 2,839,514 | 2,745 | 2,723,857 |
| Western rivers..... | 1,689 | 122,315 | 1,707 | 134,847 |
| Total..... | 28,012 | 18,282,136 | 27,358 | 18,462,968 |
| POWER AND MATERIAL. | | | | |
| Sail: | | | | |
| Wood..... | 3,522 | 1,002,449 | 3,159 | 974,123 |
| Metal..... | 151 | 291,844 | 157 | 313,491 |
| Total..... | 3,673 | 1,294,293 | 3,316 | 1,287,614 |
| Steam: | | | | |
| Wood..... | 4,185 | 1,509,500 | 4,000 | 1,402,699 |
| Metal..... | 4,136 | 13,861,400 | 4,177 | 14,204,027 |
| Total..... | 8,321 | 15,370,900 | 8,177 | 15,606,726 |
| Gas: | | | | |
| Wood..... | 10,576 | 283,900 | 10,595 | 274,037 |
| Metal..... | 174 | 90,315 | 188 | 101,338 |
| Total..... | 10,750 | 374,215 | 10,783 | 375,375 |
| Canal: Wood..... | 442 | 51,559 | 412 | 47,616 |
| Barges: | | | | |
| Wood..... | 4,458 | 1,008,819 | 4,299 | 959,220 |
| Metal..... | 368 | 182,350 | 371 | 186,417 |
| Total..... | 4,826 | 1,191,169 | 4,670 | 1,145,637 |
| Grand total..... | 28,012 | 18,282,136 | 27,358 | 18,462,968 |
| TRADE. | | | | |
| Registered: | | | | |
| Sail— | | | | |
| Wood..... | 476 | 323,710 | 362 | 217,640 |
| Metal..... | 54 | 93,110 | 39 | 73,246 |
| Total..... | 530 | 416,820 | 401 | 290,886 |
| Steam— | | | | |
| Wood..... | 466 | 724,049 | 403 | 610,347 |
| Metal..... | 2,050 | 9,581,913 | 1,976 | 9,536,425 |
| Total..... | 2,516 | 10,305,962 | 2,379 | 10,146,772 |
| Gas— | | | | |
| Wood..... | 1,528 | 106,070 | 1,436 | 76,348 |
| Metal..... | 30 | 54,307 | 26 | 44,883 |
| Total..... | 1,558 | 160,377 | 1,462 | 121,231 |
| Barges— | | | | |
| Wood..... | 1,327 | 171,139 | 1,259 | 148,757 |
| Metal..... | 45 | 27,392 | 27 | 16,944 |
| Total..... | 1,372 | 198,531 | 1,286 | 165,701 |
| Total registered..... | 5,976 | 11,081,690 | 5,528 | 10,724,590 |

COMPARISON OF AMERICAN MERCHANT MARINE OF 1921 AND 1922—Continued.

TOTAL MERCHANT FLEET—Continued.

| Classification. | 1921 | | 1922 | |
|--|---------|-------------|---------|-------------|
| TRADE—continued. | | | | |
| Enrolled and licensed: | | | | |
| Sail— | Number. | Gross tons. | Number. | Gross tons. |
| Wood..... | 3,046 | 678,739 | 2,797 | 756,483 |
| Metal..... | 97 | 198,734 | 118 | 240,245 |
| Total..... | 3,143 | 877,473 | 2,915 | 996,728 |
| Steam— | | | | |
| Wood..... | 3,719 | 785,451 | 3,597 | 792,352 |
| Metal..... | 2,086 | 4,279,487 | 2,201 | 4,667,602 |
| Total..... | 5,805 | 5,064,938 | 5,798 | 5,459,954 |
| Gas— | | | | |
| Wood..... | 9,048 | 177,830 | 9,159 | 197,689 |
| Metal..... | 144 | 36,003 | 162 | 56,455 |
| Total..... | 9,192 | 213,833 | 9,321 | 254,144 |
| Canal—Wood..... | 442 | 51,559 | 412 | 47,616 |
| Barges— | | | | |
| Wood..... | 3,131 | 837,680 | 3,040 | 810,463 |
| Metal..... | 323 | 154,958 | 344 | 169,473 |
| Total..... | 3,454 | 992,638 | 3,384 | 979,936 |
| Total enrolled and licensed..... | 22,036 | 7,200,446 | 21,830 | 7,738,378 |
| Grand total..... | 28,012 | 18,282,136 | 27,358 | 18,462,968 |
| Vessels built during fiscal years 1921 and 1922. | | | | |
| GEOGRAPHICAL DISTRIBUTION. | | | | |
| Atlantic and Gulf coasts..... | 819 | 1,533,930 | 503 | 505,170 |
| Pacific coast..... | 281 | 613,625 | 154 | 132,538 |
| Northern lakes..... | 130 | 106,731 | 63 | 8,102 |
| Western rivers..... | 131 | 10,829 | 125 | 15,422 |
| Total..... | 1,361 | 2,265,115 | 845 | 661,232 |
| POWER AND MATERIAL. | | | | |
| Sail: | | | | |
| Wood..... | 69 | 90,554 | 45 | 25,459 |
| Metal..... | 1 | 1,189 | | |
| Total..... | 70 | 91,743 | 45 | 25,459 |
| Steam: | | | | |
| Wood..... | 76 | 29,426 | 39 | 5,742 |
| Metal..... | 1,375 | 2,000,994 | 292 | 562,175 |
| Total..... | 451 | 2,030,420 | 131 | 567,917 |
| Gas: | | | | |
| Wood..... | 491 | 12,810 | 349 | 12,921 |
| Metal..... | 422 | 27,991 | 22 | 16,299 |
| Total..... | 513 | 40,801 | 517 | 29,220 |
| Canal: Wood..... | 23 | 3,278 | 13 | 1,045 |
| Barges: | | | | |
| Wood..... | 231 | 69,668 | 115 | 27,773 |
| Metal..... | 73 | 29,205 | 24 | 9,818 |
| Total..... | 304 | 98,873 | 139 | 37,591 |
| Total construction..... | 1,361 | 2,265,115 | 845 | 661,232 |

¹ Includes 6 concrete steam vessels of 37,553 gross tons.² Includes 1 iron steam vessel of 289 gross tons.³ Includes 1 electric yacht of 195 gross tons.⁴ Includes 1 concrete gas vessel of 1,433 gross tons.⁵ Includes 1 electric steel yacht of 508 gross tons and 1 composite gas vessel of 16 gross tons.⁶ Includes 10 concrete barges of 2,709 gross tons.⁷ Includes 1 concrete barge of 608 gross tons.

TYPES OF VESSELS BUILT.

The following summary of vessels of 1,000 gross tons or over in the preceding table and of such vessels built other fiscal years from the beginning of the war shows changes in the larger forms of construction:

| Type. | 1917 | | 1918 | | 1919 | | 1920 | | 1921 | | 1922 | |
|---|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|
| SEABOARD. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| Ocean steel steamers..... | 47 | 300,290 | 145 | 813,882 | 381 | 2,037,916 | 524 | 2,877,134 | 311 | 1,906,488 | 50 | 433,746 |
| Ocean steel gas screws..... | 4 | 13,009 | | | | | 3 | 5,571 | 5 | 21,881 | 3 | 19,601 |
| Steel ferryboats, river and bay steamers..... | 3 | 5,363 | | | | | | | | | | |
| Wooden steamers..... | 13 | 17,600 | 17 | 30,939 | 208 | 556,900 | 115 | 303,140 | 5 | 9,885 | | |
| Wooden gas screws..... | 9 | 15,121 | 34 | 68,085 | 14 | 28,554 | 12 | 31,527 | 1 | 2,204 | 1 | 2,185 |
| Steel schooners..... | 1 | 1,432 | 2 | 3,058 | 1 | 1,547 | 2 | 4,183 | 1 | 1,189 | | |
| Wooden schooners..... | 14 | 20,212 | 40 | 58,099 | 33 | 48,299 | 57 | 85,573 | 36 | 68,985 | 11 | 22,478 |
| Wooden barkentines..... | 1 | 1,220 | | | 1 | 1,393 | 12 | 22,713 | 3 | 7,149 | | |
| Steel barges..... | | | | | | | | | 6 | 6,518 | 2 | 2,210 |
| Wooden unrigged vessels..... | 1 | 1,357 | 1 | 1,041 | | | 6 | 13,001 | 4 | 6,904 | | |
| Total..... | 93 | 375,604 | 239 | 975,104 | 638 | 2,674,609 | 731 | 3,342,842 | 372 | 2,031,203 | 67 | 450,220 |
| GREAT LAKES. | | | | | | | | | | | | |
| Steel steamers, lake trade..... | 14 | 94,715 | 6 | 43,078 | | | | | 4 | 33,222 | | |
| Steel steamers, ocean trade..... | 10 | 21,790 | 83 | 180,865 | 206 | 492,469 | 143 | 374,900 | 25 | 60,053 | 1 | 1,407 |
| Steel gas screws, ocean trade..... | 6 | 11,793 | 2 | 4,248 | | | | | 3 | 3,120 | 2 | 2,080 |
| Steel schooner-barges, ocean trade..... | 1 | 2,320 | 1 | 2,383 | | | | | | | | |
| Wooden schooners, ocean trade..... | | | | | | | 2 | 3,997 | | | | |
| Total..... | 31 | 130,618 | 92 | 230,574 | 206 | 492,469 | 145 | 378,897 | 32 | 96,395 | 3 | 3,457 |
| WESTERN RIVERS. | | | | | | | | | | | | |
| Steel river steamers..... | | | | | | | | | | | 6 | 8,718 |
| Steel barge..... | | | 1 | 1,392 | | | | | | | | |
| Total..... | | | 1 | 1,392 | | | | | | | 6 | 8,718 |
| Grand total..... | 124 | 506,222 | 332 | 1,207,070 | 844 | 3,167,078 | 876 | 3,721,739 | 404 | 2,127,598 | 76 | 492,425 |

THE YEAR'S SHIPBUILDING.

During the fiscal year shipbuilding in the United States has steadily declined from 1,396 vessels of 2,149,656 gross tons for the 12 months ending July, 1921, to 1,012 vessels of 637,017 for the year ending June, 1922. This is due to the completion of the Shipping Board's building program and the fact that both here and abroad the world is overstocked with tonnage to meet the diminishing requirements of its trade. Following is the output for 12 months' periods, ending with each of the months of the year:

| Month. | Seagoing. | | | | | | Grand total, including nonseagoing. | |
|----------------|-----------|-----------|---------|---------|---------|-----------|-------------------------------------|-----------|
| | Steel. | | Wood. | | Total. | | | |
| 1921. | Number. | Gross. | Number. | Gross. | Number. | Gross. | Number. | Gross. |
| July..... | 319 | 1,882,553 | 72 | 103,990 | 391 | 1,986,543 | 1,396 | 2,149,656 |
| August..... | 282 | 1,732,238 | 73 | 105,672 | 355 | 1,837,910 | 1,293 | 1,980,651 |
| September..... | 251 | 1,603,487 | 65 | 95,687 | 316 | 1,699,174 | 1,225 | 1,824,041 |
| October..... | 218 | 1,450,107 | 59 | 84,915 | 277 | 1,535,022 | 1,176 | 1,647,144 |
| November..... | 190 | 1,326,361 | 48 | 66,225 | 238 | 1,392,586 | 1,137 | 1,505,173 |
| December..... | 176 | 1,225,884 | 41 | 55,496 | 217 | 1,281,380 | 1,122 | 1,386,822 |
| 1922. | | | | | | | | |
| January..... | 153 | 1,071,849 | 33 | 44,861 | 186 | 1,116,710 | 1,069 | 1,223,306 |
| February..... | 137 | 992,281 | 34 | 43,458 | 171 | 1,035,739 | 1,043 | 1,140,261 |
| March..... | 115 | 852,305 | 31 | 39,236 | 146 | 891,541 | 1,019 | 991,600 |
| April..... | 103 | 766,972 | 30 | 37,289 | 133 | 804,261 | 1,026 | 905,146 |
| May..... | 90 | 660,285 | 26 | 33,052 | 116 | 693,337 | 1,043 | 793,943 |
| June..... | 71 | 524,194 | 17 | 22,286 | 88 | 546,480 | 1,012 | 637,017 |

The following table shows the output month by month during the year:

| Month. | Seagoing. | | | | | | Grand total, including nonseagoing. | |
|----------------|-----------|--------|---------|--------|---------|---------|-------------------------------------|---------|
| | Steel. | | Wood. | | Total. | | | |
| 1921. | Number. | Gross. | Number. | Gross. | Number. | Gross. | Number. | Gross. |
| July..... | 10 | 80,169 | 1 | 1,626 | 11 | 81,795 | 107 | 90,636 |
| August..... | 9 | 73,995 | 7 | 10,000 | 16 | 83,995 | 75 | 90,205 |
| September..... | 10 | 99,264 | 11 | 2,301 | 11 | 101,565 | 67 | 105,352 |
| October..... | 6 | 38,121 | 3 | 5,849 | 9 | 43,970 | 71 | 50,265 |
| November..... | 8 | 63,753 | ..... | ..... | 8 | 63,753 | 80 | 71,995 |
| December..... | 10 | 54,548 | ..... | ..... | 10 | 54,548 | 72 | 58,552 |
| 1922. | Number. | Gross. | Number. | Gross. | Number. | Gross. | Number. | Gross. |
| January..... | 7 | 42,447 | ..... | ..... | 7 | 42,447 | 71 | 52,764 |
| February..... | 2 | 28,611 | 2 | 787 | 4 | 29,398 | 39 | 38,359 |
| March..... | 1 | 398 | 1 | 1,160 | 2 | 1,558 | 62 | 6,203 |
| April..... | 3 | 25,829 | 2 | 563 | 5 | 26,392 | 106 | 34,308 |
| May..... | 2 | 8,625 | ..... | ..... | 2 | 8,625 | 133 | 21,419 |
| June..... | 3 | 8,434 | ..... | ..... | 3 | 8,434 | 129 | 16,959 |

CURRENT AMERICAN SHIPBUILDING.

On July 1, 1922, American shipyards were building or under contract to build for private shipowners 105 steel vessels of 204,544 gross tons.

From the following enumeration of specific contracts it will be noted there is a considerable revival of shipbuilding on the Great Lakes, approximately 50,000 tons being under construction or contracted for. That there may be further construction for the Great Lakes excursion trade is possible, as at present Canadian vessels are to some extent carrying excursions out of our ports under conditions avoiding violations of the coasting laws:

| Company. | Number. | Gross tons. |
|---|---------|-------------|
| American Bridge Co., Ambridge, Pa..... | 12 | 5,698 |
| American Shipbuilding Co., Cleveland, Ohio..... | 4 | 33,500 |
| Bethlehem Shipbuilding Corp. (Ltd.): | | |
| Baltimore Dry Dock Plant, Locust Point, Baltimore, Md..... | 3 | 2,520 |
| Harlan Plant, Wilmington, Del..... | 4 | 2,736 |
| Sparrows Point Plant, Sparrows Point, Md..... | 3 | 17,550 |
| Union Plant, San Francisco, Calif..... | 4 | 26,700 |
| Charles Ward Engineering Works, Charleston, W. Va..... | 1 | 1,400 |
| Consolidated Shipbuilding Corp., Morris Heights, N. Y..... | 2 | 300 |
| Dravo Contracting Co., Pittsburgh, Pa..... | 10 | 3,830 |
| Dubuque Boat & Boiler Works, Dubuque, Iowa..... | 2 | 275 |
| Federal Shipbuilding Co., Newark, N. J..... | 5 | 18,500 |
| Great Lakes Engineering Works, River Rouge, Mich..... | 1 | 8,270 |
| Johnson Iron Works, Dry Dock & Shipbuilding Co., New Orleans, La..... | 2 | 750 |
| Kyle & Purdy (Inc.), City Island, N. Y..... | 3 | 810 |
| Los Angeles Shipbuilding & Dry Dock Corp., Los Angeles, Calif..... | 2 | 3,400 |
| Manitowoc Shipbuilding Corp., Manitowoc, Wis..... | 1 | 4,900 |
| Marietta Manufacturing Co., Point Pleasant, W. Va..... | 11 | 4,050 |
| Nashville Bridge Co., Nashville, Tenn..... | 3 | 1,000 |
| Newport News Shipbuilding & Dry Dock Co., Newport News, Va..... | 1 | ..... |
| New York Shipbuilding Corp., Camden, N. J..... | 8 | 28,640 |
| The Pusey & Jones Co., Wilmington, Del..... | 2 | 5,500 |
| Ritter Conley Co., Pittsburgh, Pa..... | 10 | 9,000 |
| Staten Island Shipbuilding Co., Port Richmond, N. Y..... | 4 | 1,538 |
| Sun Shipbuilding Co., Chester, Pa..... | 2 | 12,700 |
| Toledo Shipbuilding Co., Toledo, Ohio..... | 2 | 8,877 |
| Wm. Cramp & Sons Ship & Engine Builders Co., Philadelphia, Pa..... | 3 | 2,100 |
| Total..... | 105 | 204,544 |

NAVIGATION LAWS.

Under section 4 of the act of July 5, 1884, the Commissioner of Navigation is directed to investigate the operation of the laws relative to navigation and annually report to you such particulars as may admit of improvement or may require amendment.

LOAD LINE.

At present the United States has no load-line law, a condition not in keeping with our aspirations to become a maritime nation. The load-line bill was passed unanimously by the House of Representatives in October, 1919, and was favorably reported the same month to the Senate, but was recommitteed and still awaits action by the Senate Commerce Committee. The reasons for the bill have been stated by the bureau so often that repetition here is unnecessary.

LIFEBOATS ON CARGO MOTOR BOATS.

At the time the present laws governing the equipment of motor boats were enacted these vessels were small and operated only on inland waters. The only provisions for lifeboats on motor boats were those contained in section 4488 of the Revised Statutes. These requirements apply, however, to seagoing vessels carrying passengers and every such vessel navigating any of the northern or northwestern lakes. No provision is made for the great cargo motor vessels now in transoceanic and long-distance coasting trade. This matter will be brought to the attention of Congress at the coming session.

PENALTIES FOR VIOLATION OF NAVIGATION LAWS.

A number of the laws on the statute books for the protection of the merchant marine and safeguarding life are practically dead letters through the absence of an enforcing penalty. H. R. 11518, introduced in the House May 2, 1922, is intended to meet this situation. The bill contains no new legislation, but fixes penalties for violations of existing laws. The bureau is aware of no material objection to the bill and it is hoped that it may become law during the coming session.

The navigation laws constitute a distinct code and their codifying consolidation and clarification are having careful consideration. This has particular reference to the documenting of vessels and the recording of mortgages and bills of sale, preferred liens, etc.; laws affecting seamen and the administrative services.

INTERNATIONAL CONFERENCE ON MARITIME LAW.

The Maritime Law International Conference at Brussels held its last plenary session in 1910. It met, however, in March and April, 1913, in subcommittee and it is now proposed to resume the work of unifying maritime law that was left in suspense during the war. In 1910 two international conventions were signed dated September 23 for the unification of the rules applicable to collisions in one, and assistance and salvage in the other. The convention relative to assistance and salvage was ratified by this Government and became a law on August 1, 1912, while the convention for the unification of the rules applicable to collisions has not yet been ratified.

The subcommittee of 1913 adjourned after referring to the Government's representative at the conference two revised drafts relative to (1) "Limitation of the responsibility of shipowners" and (2) "Mortgages and liens."

The growth of our merchant marine and the creation of the Shipping Board make the subjects of the limitation of shipowners' liability and mortgages and liens even of greater importance than in 1910 and this Government should accept the opportunity to discuss with the other Governments the draft treaties on these subjects. At a meeting held on March 10, 1922, the Maritime Law Association of the United States considered the subject and it was the unanimous view of the association that the United States should be represented at the proposed Brussels International Maritime Conference.

ADMEASUREMENT OF VESSELS.

The admeasurement of vessels is one of the most technical services of the bureau. On this measurement is based the collection of tonnage taxes, canal tolls, and in some instances pilotage, dry-dockage, and port dues of various kinds both in American and foreign ports. The necessity for accurate and uniform measurement of our vessels at the various ports is obvious but the machinery provided the Department of Commerce for this purpose is subject to considerable improvement.

At present it is being performed by customs officers selected and appointed by the Secretary of the Treasury in most cases under civil service examinations as to their fitness for customs work. In all but a few of the principal ports they are temporarily assigned to the work and as they are primarily employed for customs purposes there is practically no incentive to their perfecting themselves in the technicalities of the measurement laws and regulations.

The result has been a material lack of uniformity, and in some instances discrimination against American ships through increased tonnage. For instance, at one of our principal ports the steamer *Californian* was considered as having a "closed in" shelter deck of 1,826 tons subject to taxation and canal tolls. At our principal admeasuring port this same space was considered "open" and free from taxation and toll, the latter ruling being sustained by this bureau. This involved a discrimination of \$109.56 against or for the vessel at each entry in tonnage tax alone and \$2,282.50 each time she passed through the Panama Canal.

In 1913 Congress provided an adjuster of admeasurements who travels from port to port instructing the admeasuring officers in the law and regulations. This has resulted in a material improvement, but there still remains the difficulty of numerous changes in the admeasurement officers due to their assignment to other work.

To remedy this situation it is proposed to present to Congress for its consideration the transfer of the admeasurement force from the Treasury Department to the Department of Commerce having jurisdiction over the laws, and a reorganization of the admeasurement service based on the location of the shipbuilding yards of the country rather than on customs districts. The present cost of this service is approximately \$110,000 a year and the proposed reorganization may involve the additional expenditure of perhaps \$15,000, which will be

amply justified through the benefits to the merchant marine, convenience to shipowners, and will place the admeasurement of American vessels on a par with that of other leading maritime nations.

MOTOR BOATS.

In the enforcement of the laws covering the equipment and navigation of small motor boats the same difficulty was experienced through inability to identify them as local officers would have if automobiles carried no distinguishing marks. By the act of June 7, 1918, all undocumented vessels owned in the United States and operated in whole or in part by machinery were required to carry on each bow a number awarded by the collector of customs of its district, the name and address of the owner, and description of each boat being recorded in the customhouses.

Under this law 154,230 motor boats were numbered on June 30, 1922, as against 91,779 at the end of the first six months after the law went into effect. This increase was due principally to the growing compliance with the law. It is also an indication, however, of the increasing use of this means of transportation on the water, both for business and pleasure. It is conservatively estimated that there are in the United States not less than 250,000 of these small vessels, of which not less than 200,000 are under Federal jurisdiction. The life-saving equipment they must carry is covered by the specific act of June 9, 1910, and they also must comply generally with the rules of the road. Millions of people are carried on these boats yearly. They are small, sometimes powerfully engined, and because of the presence of gasoline are subject to fire and in some instances explosions.

The existing law is ample for their protection if it is complied with. These vessels operate by day and night on every river, bay, and harbor of the United States; sometimes in crowded waters where extreme care is required to prevent collisions and other accidents, and again in rivers where floating logs and other obstructions offer occasional menace to their navigation. The safety of those on board depends on compliance with the law covering their equipment.

To enforce the requirements the bureau has five small inspection vessels, averaging 90 feet in length, with a crew of six men. One covers the entire Gulf of Mexico coast and the Mississippi River; another the Florida coasts and as far north as Charleston, S. C.; another Chesapeake and Delaware Bays; another the port of New York and vicinity and the Hudson River in the summer and the North Carolina sounds in the winter, while the fifth boat covers the New England coast in the summer and New York in the winter. In addition, some assistance is rendered by customs officers and navigation inspectors, although they are materially handicapped by having no transportation facilities. The Coast Guard Service, as incident to its regular work, also assists in the enforcement of the laws.

With these meager facilities it is obvious that comparatively little can be done to secure a reasonable supervision of the vast number of these boats operating on all of the navigable waters of the country. This fact has been recognized by the motor-boating public and motor-boat publications. Motor and yacht clubs and especially the United States Power Squadrons have heartily cooperated with the department with the result that there is now a fair compliance with the laws gov-

erning these vessels. Constant supervision, however, is necessary, and it can hardly be expected that the members of motor-boat organizations will continue to give their time and the free use of their vessels to the work which primarily is a governmental function.

There is under consideration the plan of placing at most advantageous points, where this navigation is heaviest, small speed boats, manned by inspectors thoroughly trained in the law, who will cooperate with the law-abiding motor-boat operators in throwing about this form of navigation all the safeguards Congress has provided.

CONSOLIDATION OF FEDERAL SUPERVISION OF THE MOVEMENT OF MERCHANT SHIPS.

At present there is scattered throughout the Treasury, War, and Commerce Departments the administration of laws having to do directly with the movement of our merchant fleet and safeguarding the lives of thousands on board those vessels. This results in an unnecessary duplication of the floating equipment and officers of the Federal Government, with the necessary duplication of expenditures.

During a recent investigation of the conditions in the harbor at New York it was found that the Coast Guard Service was operating six small vessels in those waters enforcing the anchorage regulations, boarding of vessels, and to some extent enforcing the navigation laws.

The supervisor of the harbor, acting under the Secretary of War, was employing six vessels of a similar size in the enforcement of the dumping regulations.

The Public Health Service was operating four vessels of a similar size in connection with the quarantine station at Rosebank, one of them being a fumigating vessel.

The cost of the above services aggregates approximately \$270,000.

In addition to the above, this bureau has stationed at New York during the greater portion of the year a small motor boat engaged in the enforcement of the navigation laws at an expense of approximately \$15,000.

The work performed by the above services having to do almost exclusively with the merchant marine, obviously should be under the direction of one department.

The above conditions exist, although to a less extent, on most of our inland waters. No good reason is perceived why a patrol vessel operating on particular waters should not perform all classes of Federal Government work on those waters which would not interfere materially with the primary purpose for which the vessel is employed. To employ two or more vessels in the same waters performing work which could be as efficiently done by any one of them does not appear to be the best administration.

NAVIGATION RECEIPTS.

The receipts from tonnage duties during the fiscal year amounted to \$1,843,148.34, including \$138,145 alien tonnage and light money and \$197.22 Philippine Island fund, compared with \$2,497,946.81 collected from the same sources last year. These taxes and also the navigation fees and fines are collected by collectors of customs in the administration of laws under the direction of the Secretary of Com-

merce through the Bureau of Navigation. The receipts during the past year compared with those of the previous year and 1917, the last pre-war year, were as follows:

| June 30— | Tonnage duties. | Navigation fees. | Navigation fines. | Total. |
|-----------|--------------------|---------------------|----------------------|----------------|
| 1922..... | \$1,818,330.70 | \$200,445.80 | \$56,443.44 | \$2,075,219.94 |
| 1921..... | 2,208,539.69 | 225,822.89 | 63,584.23 | 2,497,946.81 |
| 1917..... | 1,393,743.16 | 159,808.03 | 49,962.37 | 1,603,513.56 |

The large amount collected as alien tonnage and light money was received mainly from ships under the German flag, which up to the date fixed in the proclamation of the President November 11, 1921, was paid pursuant to sections 4219 and 4225 of the Revised Statutes which imposed taxes of 50 cents each per net ton on foreign vessels not entitled by law or treaties of the United States to equality of treatment in respect of these charges with vessels of the United States.

NAVIGATION APPROPRIATIONS.

The appropriations for the bureau for the past fiscal year compared with those for the years ended June 30, 1921 and 1917, were as follows:

| June 30— | Bureau. | Shipping service. | Tonnage adjust- ment. | Counting passengers. | Navigation laws. | Wireless laws. | Total. |
|-----------|----------|----------------------|-----------------------------|-------------------------|---------------------|-------------------|-----------|
| 1922..... | \$42,780 | \$115,200 | \$3,760 | \$15,250 | \$60,000 | \$80,000 | \$316,990 |
| 1921..... | 42,530 | 115,200 | 3,760 | 18,250 | 75,400 | 60,000 | 315,140 |
| 1917..... | 37,780 | 74,425 | 3,000 | 18,250 | 26,500 | 45,000 | 204,955 |

The appropriations made directly to the Bureau of Navigation indicate but a portion of the expenses of that service, the principal field force consisting of collectors of customs and their employees who are appointed and paid by the Secretary of the Treasury. It has been estimated that possibly one-third of the customs service of the country is employed in the service of the Department of Commerce, principally the Bureau of Navigation. From the beginning of our Government up to July 1, 1886, the cost of the Navigation and Steamboat Inspection Services was offset by fees fixed by statute for the various services rendered by those officers. The collection of these fees, except in a few cases, was discontinued by the act of June 19, 1886, there being at that time a surplus in the revenue over the expenditures of the Government. This fee system was not peculiar to the United States but was and is employed by maritime nations generally, and there is now under consideration the presentation of a fee system constructed along the lines of that in use prior to 1886 providing fees which will aggregate approximately the cost of the Navigation and Steamboat Inspection Services.

As stated in the bureau's report last year the possession of a merchant fleet of 18,462,967 gross tons, of which 12,960,841 gross tons are seagoing ships of 1,000 gross tons or over, entails on the department and on Congress responsibilities which should no longer be overlooked.

The facilities provided for the administration of the entire code of navigation laws, including wireless communication, are very little different in extent, quality, or character from 1914 when our total fleet was less than one-half its present size. During this period a number of measures such as the seamen's act, merchant marine act including the ship mortgage act, and many lesser laws have multiplied the volume, scope, and importance of the work both in Washington and in the field. To meet these conditions it is obvious that we must have increased facilities and the proposition of charging fees for services to vessels is an effort to secure for this service adequate appropriations. The work involves safeguarding of life, collection of revenue, and, through the documenting and recording sections, security of title to vessel property. The growth of governmental responsibilities through the growth of the merchant marine should be recognized.

SHIPPING COMMISSIONERS.

During the year 541,952 officers and men were shipped, reshipped, and discharged, compared with 650,840 for the previous fiscal year and 378,772 for the year 1914. This decrease was due principally to the laying up of 752 vessels of the United States Shipping Board during 1921. Collectors of customs, acting at ports where shipping commissioners' offices have not been established, shipped and discharged during the year 43,666 officers and men as compared with 56,366 officers and men during the previous year.

The shipping commissioner service is the agency through which the laws governing the employment of seamen are enforced. Owing to conditions of this employment and the general nature and tendency of seamen it has been found necessary to safeguard their interests more closely than perhaps any other class of employees. The law provides in detail what the contract of employment shall contain, the quarters to be provided, food to be served, relief in case of illness or accident, and, to a considerable extent, hours of labor, etc. On return from a voyage if any disputes as to wages, fines, or other matters have arisen, the matter may be adjudicated by the shipping commissioner without cost. The purpose of this close supervision over the contract of employment of the seaman is to secure just treatment, the nature of their calling making less available the courts which are always open for the redress of wrongs and administration of justice to those employed on shore, and insure their return to the United States from foreign ports.

The close scrutiny of the articles of agreement signed by the seaman is required by law of the shipping commissioner. While the principal item of employment, such as nature and duration of the voyage, wages to be paid, etc., are prescribed by law, provision has been made for additional stipulations covering the necessities of the particular voyage which may be inserted in and become a part of the articles of agreement. In isolated cases these so-called riders to the shipping articles have gone so far as to come in conflict with the law and deprive the seaman of rights to which he is entitled. An effort is being made to remedy this condition by refusing to permit any riders on articles until they have been carefully scrutinized by the shipping commissioner and read and explained to the seaman before he signs up. Any riders attached after the articles are signed are void.

Many disputes between the seamen and the shipowner also can be avoided by accuracy and clearness in the terms of the shipping articles, especially in the description of the voyage and the place and conditions of discharge.

The work of the shipping commissioners and their deputies during the past year has been materially handicapped through inadequate appropriations for the service, especially in the case of the deputies. The prompt movement of vessels depends on the willingness of these men to work early or late, on Sundays or holidays, as conditions require. They pass on articles of agreement, settle minor disputes on shipboard, and must be thoroughly versed in the law and maritime customs. They must be tactful and of sound judgment. Such men can not be secured for the pay of an average clerk. The present average compensation provided for these deputies is \$1,236. This average should be not less than \$1,600.

The following statement shows the aggregate routine work and salaries of the shipping commissioner's service for the past decade:

| Year. | Seamen shipped, reshipped, and discharged. | Salaries. | Average cost per man. | Year. | Seamen shipped, reshipped, and discharged. | Salaries. | Average cost per man. |
|-----------|--|---------------|-----------------------|-----------|--|---------------|-----------------------|
| 1912..... | 374, 783 | \$63, 373. 53 | \$0. 17 | 1918..... | 457, 248 | \$72, 075. 48 | \$0. 16 |
| 1913..... | 379, 188 | 62, 374. 13 | . 16 | 1919..... | 485, 796 | 75, 288. 47 | . 15 |
| 1914..... | 378, 772 | 63, 475. 20 | . 17 | 1920..... | 628, 980 | 85, 949. 89 | . 13 |
| 1915..... | 414, 744 | 63, 755. 47 | . 15 | 1921..... | 650, 840 | 99, 646. 15 | . 15 |
| 1916..... | 487, 524 | 62, 637. 45 | . 13 | 1922..... | 541, 952 | 92, 318. 10 | . 17 |
| 1917..... | 506, 941 | 66, 211. 83 | . 13 | | | | |

Up to July 1, 1886, shipping commissioners were paid by fees collected from the shipowner at the rate of \$2 for each seaman shipped on overseas voyages and 50 cents for each seaman so discharged, while half these rates were collected in the near-by, foreign, and the coasting trade. After 1886 these fees were not collected from the shipowner but the shipping commissioners, their deputies and office expenses were met by direct appropriations by Congress. The payment of salaries of shipping commissioners fixed at not to exceed the appropriated amount, however, is dependent on the amount of fees which would have been earned were the system in effect prior to 1886 still operative.

The rate of fees which formerly prevailed would now be excessive. Owing to the nature of the service, however, it is necessary, for the convenience of shipowners and the promotion of commerce, to sign on and discharge crews Sundays, holidays, and outside of regular hours, and reasonable fees should be provided for the work.

The detailed report of the work of shipping commissioners is to be found in Appendix A.

NATIONALITY OF CREWS.

The following table shows the nationality of the officers (excluding masters) and men shipped and reshipped before shipping commissioners during the past fiscal year and also for the eight preceding fiscal years:

| Nationality. | 1914 | 1915 | 1916 | 1917 | 1918 ¹ | 1919 | 1920 | 1921 | 1922 |
|------------------------------|---------|---------|---------|---------|-------------------|---------|---------|---------|---------|
| Americans (born).... | 63,247 | 65,196 | 76,956 | 81,899 | 72,613 | 97,160 | 137,016 | 125,067 | 85,989 |
| Americans (naturalized)..... | 31,417 | 29,965 | 31,877 | 26,826 | 24,868 | 24,676 | 31,777 | 32,356 | 26,284 |
| British..... | 24,745 | 29,395 | 29,523 | 28,947 | 26,967 | 26,848 | 36,609 | 38,061 | 27,551 |
| Chinese..... | 64 | 471 | 68 | 42 | 205 | 729 | 1,625 | 3,496 | 3,756 |
| Japanese..... | 98 | 200 | 245 | 368 | 972 | 1,198 | 1,276 | 1,129 | 467 |
| Filipinos..... | 472 | 482 | 528 | 650 | 1,091 | 1,154 | 1,646 | 2,825 | 3,395 |
| Germans..... | 9,497 | 9,466 | 12,415 | 10,254 | 206 | 138 | 1,568 | 1,626 | 8,098 |
| Norwegians..... | 8,194 | 9,891 | 11,383 | 9,819 | 9,617 | 10,237 | 11,585 | 10,138 | 7,227 |
| Danes..... | 6,321 | 7,878 | 9,208 | 9,505 | 10,095 | 10,054 | 11,905 | 9,574 | 6,550 |
| Russians..... | 2,260 | 4,084 | 4,608 | 4,893 | 5,467 | 5,843 | 6,827 | 5,456 | 4,000 |
| Austrians..... | 4,526 | 5,930 | 7,949 | 8,150 | 9,127 | 10,108 | 9,442 | 8,811 | 4,483 |
| French..... | 3,363 | 3,536 | 3,474 | 1,894 | 427 | 125 | 664 | 684 | 828 |
| Spanish..... | 617 | 716 | 892 | 783 | 663 | 694 | 948 | 1,040 | 703 |
| Italians..... | 25,022 | 25,252 | 33,139 | 34,006 | 31,643 | 24,153 | 29,784 | 31,350 | 22,787 |
| Portuguese..... | 4,368 | 4,843 | 4,150 | 4,079 | 3,491 | 2,503 | 3,463 | 4,871 | 2,754 |
| Others..... | 3,921 | 5,034 | 4,733 | 5,702 | 4,869 | 5,481 | 6,031 | 5,784 | 4,884 |
| Unknown..... | 11,442 | 16,196 | 21,533 | 25,322 | 30,019 | 34,811 | 41,974 | 43,564 | 25,792 |
| Total..... | 199,584 | 218,541 | 252,681 | 253,141 | 232,340 | 255,922 | 334,140 | 325,832 | 235,548 |
| Per cent Americans.. | 47.4 | 43.5 | 43.2 | 42.9 | 41.9 | 47.6 | 50.5 | 48.3 | 47.6 |

¹ The summary for the year 1918 as printed in the report for 1918 at p. 27 contained several errors due to mistakes in transferring to the summary the correct details as stated on pp. 39-40. An erratum notice was sent out as soon as the error was seen.

Of 242,548 officers and men shipped before shipping commissioners, 85,989 were native Americans and 26,284 naturalized Americans, 112,273 in all, or a trifle over 47.6 per cent, compared with 48 per cent the previous year. The only nationalities in which there was an increase in numbers were Germans, Austrians, Chinese, and Filipinos.

ALLOTMENT NOTES.

Existing law prohibits the payment, either in American or foreign ports, of wages to seamen in advance of earning such wages. However, in order to provide for their dependents provision is made for the issue of allotment notes payable from their wages as earned to grandparents, parents, wife, sister, or children. Any other order, note, or evidence of indebtedness from such wages is void. The issue of these notes is supervised by the United States shipping commissioner and countersigned by him.

The number of allotment notes thus issued by shipping commissioners during the year was 8,159, as compared with 12,183 during the previous year and 11,985 during the year 1920. A detailed statement of these notes may be found in Appendix A.

WAGES OF SEAMEN.

The customary tables showing rates of wages are again printed in Appendix B to preserve the continuity of the records for reference.

As of possible value for comparative purposes the following table, based on reports from the American Consular Service, presents a statement of wages on vessels of the principal maritime nations indicated at the normal rate of exchange. Following the table is a statement as of January 1, 1922, of the various exchange values at that time as reported by the Director of the Mint.

AVERAGE MONTHLY WAGES OF AMERICAN AND FOREIGN SEAMEN ON STEAM AND MOTOR VESSELS OF 5,000 GROSS TONS AND OVER.¹

[Jan. 1, 1922.]

| Position. | American. | | British. | | French. | | Dutch. | |
|---|-----------|----------|----------|----------|---------|---------|--------|----------|
| Deck department: | | | | | | | | |
| First mate..... | \$185.83 | \$195.00 | £25-00 | \$121.66 | f385 | \$74.31 | f288 | \$115.78 |
| Second mate..... | 163.33 | 171.00 | 21-15 | 105.84 | 370 | 71.41 | 216 | 86.83 |
| Third mate..... | 141.25 | 151.00 | 17-10 | 85.16 | ... | ... | 153 | 61.51 |
| Fourth mate..... | 125.00 | ... | 17-00 | 82.73 | ... | ... | 108 | 43.42 |
| Boatswain..... | 67.50 | 80.00 | 13-10 | 65.70 | ... | ... | 145 | 58.29 |
| Carpenter..... | 71.88 | 85.00 | 16-10 | 80.30 | 370 | 71.41 | 150 | 60.30 |
| Seaman, A. B..... | 58.12 | 72.50 | 12-00 | 58.40 | 330 | 63.69 | ... | ... |
| Seaman, ordinary, 24 months' service..... | 40.14 | 52.50 | 8-10 | 41.37 | 300 | 57.90 | 75 | 30.15 |
| Seaman, ordinary, less than 24 months' service..... | 40.14 | 52.50 | 7-10 | 36.50 | ... | ... | ... | ... |
| Engineer department: | | | | | | | | |
| Chief engineer..... | 285.83 | 291.00 | 32-00 | 155.73 | 2,000 | 386.00 | 405 | 162.81 |
| Second engineer..... | 185.83 | 196.00 | 26-00 | 126.53 | 1,250 | 241.25 | ... | ... |
| Third engineer..... | 160.83 | 171.00 | 21-15 | 105.84 | 925 | 178.53 | ... | ... |
| Fourth engineer..... | 141.25 | 151.00 | 18-00 | 87.60 | 820 | 158.26 | ... | ... |
| Junior engineer..... | 88.33 | 100.00 | 17-00 | 82.73 | 650 | 125.45 | ... | ... |
| Fireman..... | 62.13 | 75.00 | 12-10 | 61.83 | 385 | 74.30 | 145 | 58.29 |
| Greaser..... | 66.88 | 80.00 | 13-00 | 63.77 | 385 | 74.30 | ... | ... |
| Water tender..... | 66.88 | 80.00 | ... | ... | 385 | 74.30 | ... | ... |
| Coal passer or trimmer..... | 54.88 | 65.00 | 12-00 | 58.40 | 330 | 63.69 | 115 | 46.23 |
| Steward department: | | | | | | | | |
| Chief steward..... | 132.83 | 133.00 | 16-10 | 80.30 | 550 | 106.15 | 100 | 40.20 |
| Se and steward..... | 85.00 | 110.00 | 11- 5 | 54.74 | 450 | 86.85 | ... | ... |
| Assistant steward..... | 40.00 | 50.00 | 10-10 | 51.10 | 400 | 77.20 | ... | ... |
| Cook..... | 109.16 | 112.00 | 15-10 | 75.43 | 600 | 115.80 | 160 | 64.32 |
| Se and cook..... | 85.00 | 100.00 | 11-10 | 55.96 | 500 | 96.50 | ... | ... |
| Assistant cook..... | 57.50 | 70.00 | 10-10 | 51.10 | 400 | 77.20 | 50 | 20.10 |
| Mess steward..... | 46.66 | 57.50 | 11-00 | 53.53 | 400 | 77.20 | ... | ... |
| Mess boy..... | 45.00 | 53.00 | 5- 7 | 26.00 | ... | ... | 50 | 20.10 |

| Position. | Danish. | | Swedish. | | Spanish. | | Italian. | |
|---|---------|----------|----------|----------|----------|---------|----------|----------|
| Deck department: | | | | | | | | |
| First mate..... | k605 | \$162.14 | kr390 | \$104.52 | ps375 | \$72.28 | l1,150 | \$221.95 |
| Second mate..... | 470 | 125.96 | 295 | 79.06 | 350 | 67.55 | 950 | 183.35 |
| Third mate..... | 260 | 69.68 | 230 | 61.39 | 300 | 57.90 | 825 | 159.22 |
| Fourth mate..... | 260 | 69.68 | ... | ... | 275 | 53.07 | ... | ... |
| Boatswain..... | 205 | 54.94 | ... | ... | 180 | 34.74 | 625 | 120.62 |
| Carpenter..... | 205 | 54.94 | ... | ... | 180 | 34.74 | 610 | 117.73 |
| Seaman, A. B..... | 180 | 48.24 | 160 | 42.88 | 150 | 28.95 | ... | ... |
| Seaman, ordinary, 24 months' service..... | 90 | 24.12 | 110 | 29.48 | 120 | 22.16 | ... | ... |
| Engineer department: | | | | | | | | |
| Chief engineer..... | 730 | 195.64 | 525 | 140.70 | 750 | 144.75 | 1,500 | 289.50 |
| Second engineer..... | 525 | 140.70 | 320 | 85.76 | 525 | 101.33 | 1,150 | 221.95 |
| Third engineer..... | 385 | 103.18 | 248 | 66.46 | 425 | 82.03 | 950 | 183.35 |
| Fourth engineer..... | 305 | 81.74 | 200 | 53.60 | 375 | 72.38 | 825 | 159.22 |
| Junior engineer..... | ... | ... | ... | ... | ... | ... | 750 | 144.75 |
| Fireman..... | 205 | 54.94 | ... | ... | 135 | 26.06 | 625 | 120.62 |
| Greaser..... | ... | ... | ... | ... | 170 | 32.81 | ... | ... |
| Coal passer or trimmer..... | ... | ... | ... | ... | 120 | 23.16 | ... | ... |
| Steward department: | | | | | | | | |
| Chief steward..... | 260 | 69.68 | 285 | 76.28 | 240 | 46.32 | 625 | 120.62 |
| Cook..... | ... | ... | 185 | 49.58 | 210 | 40.53 | ... | ... |
| Second cook..... | 125 | 33.50 | 125 | 33.50 | 150 | 28.95 | 545 | 105.18 |
| Mess steward..... | ... | ... | 60 | 16.08 | ... | ... | ... | ... |
| Mess boy..... | ... | ... | 35 | 9.38 | 80 | 15.44 | ... | ... |

¹ All wages, except American, are taken from consular reports.

NOTE.—The first column under each foreign flag shows the wages in the monetary unit of the country and the second column the United States equivalent at normal value. Under American, the first column shows the wages paid by private owners and the second column the wages paid by the United States Shipping Board.

| | Normal value. | Exchange value (Jan. 1, 1922). | | Normal value. | Exchange value (Jan. 1, 1922). |
|------------------|---------------|--------------------------------|------------------|---------------|--------------------------------|
| | Cents. | Cents. | | Cents. | Cents. |
| Pound (£)..... | 486.6 | 420.89 | Krona (kr)..... | 26.8 | 24.97 |
| Franc (f)..... | 19.3 | 8.03 | Peseta (ps)..... | 19.3 | 14.95 |
| Florin (fl)..... | 40.2 | 36.84 | Lira (l)..... | 19.3 | 4.26 |
| Krone (k)..... | 26.8 | 20.02 | | | |

RADIO COMMUNICATION.

During the past year much has been done to improve apparatus used for radio communication and to extend the scope of its usefulness. Transmitters and receivers have been greatly improved, with the result that a much greater number of transmitting stations can now be operated in a close proximity than was possible only a few years ago and signals can be received over much greater distances. Perhaps in no other line of endeavor has there been more activity and progress through improvement of apparatus and extension of the field of service.

The bureau has no way of determining the amount of money invested in this enterprise, but it doubtless will run into several hundred million dollars and affords employment to a very large number of people. It is not expected that radio will ever supplant our land wire or cable systems, but it already is used to a considerable extent for communication between points where the land wire systems are difficult to maintain or between points where it is physically impossible or too expensive to construct such systems.

TRANSOCEANIC SERVICE.

The constant improvements being made in this method of communication have resulted in a marked extension of the services not only throughout the United States, but for international communication. During the fiscal year just ended seven additional commercial transoceanic transmitters were placed in operation providing at the present time for this means of communication with the following countries: Great Britain, Italy, France, Germany, Norway, Poland, and Japan. Plans are under way for the extension of this means of communication to China and South America.

In addition to the above international services we have a commercial station which provides a means for communicating with several points in Central America.

BROADCASTING SERVICE.

The largest and most unexpected development in radio has been in the broadcasting service. At the beginning of the year this service was being carried on by a few stations in an experimental way only and it was not until about the middle of the year that the possibilities and importance of this service were fully appreciated. Broadcasting is a natural function of radio in that signals sent out from a transmitter may be received in all directions and although this service may be said to be only in the experimental or development stage there were licensed at the end of the fiscal year 382 broadcasting radio transmitting stations, two of which are in Hawaii and one in Porto Rico.

This service is furnished the public without cost. They are being operated by electrical companies, newspapers, department stores, educational institutions, and State or municipal governments.

These stations are at present furnishing musical entertainment, lectures on varied subjects, sermons, Government reports, time signals, and weather forecasts.

The signals from some of the most powerful of these stations have been received at times over distances of several hundred miles, which makes it incumbent that due consideration be given to the power, wave lengths, and range of such stations, else they may seriously conflict with the operation of radio stations beyond our northern and southwestern borders.

As stations used for receiving only are not required by law to be licensed, the bureau has no record of the number of such stations in use but the information furnished the bureau indicates that there are at a conservative estimate 600,000 such stations now being used with the prospects of rapid and continued growth if the service can be properly regulated.

NEW LEGISLATION.

Existing law, designed primarily to regulate wireless as a life-saving device on ships at sea, to prevent unnecessary interference between operating stations and place them in charge of competent operators necessarily is inadequate to meet the conditions brought about by the broadcasting service and the increase in the use of this means of communication. At the suggestion of the President, therefore, a radio conference of the foremost radio experts of the Government with men of recognized attainment in the scientific field was held the latter part of February. There was laid before and approved by this conference a bill carrying out the recommendations of the conference which was introduced in the Senate and the House on June 9, 1922. In drafting this bill it was recognized that before it could become law the rapidly advancing conditions of the art might render any specific technical regulations obsolete. The proposed legislation, therefore, was drawn in most general terms in order that the regulations might be changed as the art itself changed. This could only be done by conferring on the Secretary of Commerce, having jurisdiction of the administration of the law, broad powers of supervision, regulation, and control. It is more or less an emergency measure, the act to regulate radio communication of August 13, 1912, remaining the basic law upon the subject.

INTERNATIONAL CONVENTION.

The need for a revision of the International Radiotelegraph Convention is recognized. All transoceanic and ship radio stations must operate in accordance with the terms of this agreement. When the last international conference was held in London in 1912 we had only one transoceanic station which had at that time been used only to a limited extent for commercial communication with Germany and the matter of allocating wave lengths was not given consideration. This is one of the most important problems to be decided at the next conference, which will probably be held in Paris during 1923.

In 1912 commercial vessels were using only the wave lengths of 300, 450, and 600 meters for communication, but with the development of new types of apparatus and the increasing use of radio for ship-to-ship and ship-to-shore communication it is necessary that this means of communication on longer wave lengths and over greater distances be provided for in the international agreement. At the present time ships in the transoceanic service using the better type

of equipment are able to maintain communication with land during the entire voyage, and in order that this important service may be carried on in an orderly manner suitable provisions to insure this should be embraced in the next convention.

AMATEUR SERVICE.

There has been a marked increase in the growth of amateur stations during the past year. At the end of the last fiscal year we had 10,809 licensed amateur stations and we now have 15,504 such stations, which is an increase of nearly 50 per cent for the year just ended.

The increase of 4,695 amateur stations during the year is gratifying. These operators constitute a reserve trained in the use and in many instances the construction of radio stations and apparatus. Some of the most useful contributions to the radio art have been made by men who but recently were classed as amateurs, while during the recent war they were found much superior to the average commercial operator in resourcefulness and technical knowledge.

INSPECTION SERVICE.

The rapid and continued growth of radio naturally makes it more difficult to prevent serious interference between radio stations and radio services. Until recently our inspection force has not found it necessary to give much attention to inland stations except where such stations interfered seriously with the operation of coast stations working with ships or with ship communication. It is now essential in order that orderly operation may be accomplished that inspectors cover their district, which includes every State in the Union as well as Alaska, Hawaii, and Porto Rico, at regular intervals for the purpose of inspecting stations, licensing operators, and preventing unnecessary, willful, or malicious interference. This naturally means an increase in this force. Otherwise serious complaints can not have the attention expected and deserved.

The ship-to-shore and ship-to-ship service remains the most important in that it provides protection to life and property. Therefore the services of the inspectors can not be withdrawn from the work of careful and thorough inspection of shipboard stations, which stations, experience has shown, should be inspected as far as possible before each sailing of the vessel in the transoceanic service or between ports 200 miles or more apart. The apparatus is delicate and susceptible to disarrangement because of vibration on shipboard, and the operators employed in most cases are not qualified to make the proper tests and repairs and are not supplied with the necessary inspection instruments to determine the efficiency of the apparatus, and it is only through regular inspections by competent men that the lives of passengers and crew can be properly safeguarded.

PERSONNEL.

The growth of the commercial use of radio has naturally created an unusual demand for radio experts with the result that many of the old employees have become separated from our service to accept better pay in the commercial field.

To provide additional men to fill vacancies and for the new positions made possible by the increased appropriation of \$50,000 authorized for the present fiscal year the Civil Service Commission was requested to hold an examination to secure a list of eligibles. As a result of 2 examinations but 10 eligibles were secured. The lack of interest in these examinations undoubtedly is due to the salary offered in these positions, which ranges from \$1,800 to \$2,200 per annum for the entrance grades, while the higher grades are considerably below those offered in the commercial field.

If the bureau is to obtain and retain efficient men now in the service, substantial increases in the salaries must be provided. The inspectors in the service are required to inspect all classes of transmitting stations from the amateur to the transoceanic. They must be qualified to pass upon the efficiency of such stations, solve problems arising in their operation so far as covered by law, and must have qualifications equal to if not superior to men in the commercial field with whom they are required to transact business and to advise. If this important problem can not be solved promptly through reclassification, immediate provision should be made to adjust these salaries.

Unlike most other services of a scientific or technical nature, the radio service is changing rapidly, necessitating constant research and study on the part of the inspectors in order to keep abreast of the development and to acquire the knowledge necessary to intelligently pass upon the efficiency of the apparatus and to properly apply the law and regulations.

SCOPE OF WORK.

Under authority of the act of June 24, 1910, amended July 23, 1912, the radio inspectors are required to determine whether or not the radio equipment on shipboard is in efficient operating condition capable of transmitting and receiving messages over a distance of at least 100 miles day or night, if an auxiliary power supply independent of the vessel's main power plant is provided, if efficient communication between the radio room and the bridge is provided, and if the station is in charge of two or more persons skilled in the use of radio apparatus and under the provisions of the act to regulate radio communication approved August 13, 1912, radio operators are examined and licensed and radio transmitting stations are inspected and licensed and as far as possible interference between stations is prevented.

There has been a material increase in all of the above duties.

The following table gives comparative figures for the years 1914 to 1922, inclusive, and indicates the steady increase during this period as well as the small increase of personnel in the field force:

| June 30— | American ships equipped. | American ships licensed. | Inspections of American and foreign ships. | Commercial operators licensed. | Commercial and special land stations. | Amateur stations licensed. | Amateur operators licensed. | Total field force. |
|-----------|--------------------------|--------------------------|--|--------------------------------|---------------------------------------|----------------------------|-----------------------------|--------------------|
| 1914..... | 555 | 203 | 6,484 | 339 | 83 | 2,137 | 1,172 | 20 |
| 1915..... | 585 | 362 | 6,152 | 1,653 | 115 | 3,547 | 3,067 | 26 |
| 1916..... | 604 | 444 | 7,236 | 1,278 | 182 | 4,942 | 4,199 | 28 |
| 1917..... | 836 | 484 | 7,137 | 1,682 | 160 | 3,741 | 3,302 | 28 |
| 1918..... | 1,478 | 392 | 5,575 | 1,616 | ..... | ..... | ..... | 29 |
| 1919..... | 2,312 | 976 | 5,160 | 1,645 | ..... | ..... | ..... | 27 |
| 1920..... | 2,808 | 1,158 | 5,419 | 4,652 | 254 | 5,719 | 5,988 | 25-45 |
| 1921..... | 2,978 | 921 | 5,591 | 2,722 | 491 | 7,351 | 6,207 | 26 |
| 1922..... | 2,773 | 1,174 | 6,071 | 3,136 | 1,086 | 9,525 | 8,920 | 35 |

STATION AND OPERATORS' LICENSES.

The following table shows the number and classification of the radio stations in the United States on June 30, 1921 and 1922, and the number and rating of licenses issued to operators from 1914 to June 30, 1922.

Comparison shows the extent of the growth in the use of radio apparatus for the transmission of messages and in the number of operators' licenses issued.

| Classification. | Number. | | Grade. | Number, 1914-1922, in- clu- sive. |
|---|---------|--------|---|---|
| | 1921 | 1922 | | |
| RADIO STATIONS. | | | RADIO OPERATORS. | |
| Commercial land radio stations. | 161 | 575 | Commercial extra first..... | 126 |
| Commercial ship radio stations. | 2,978 | 2,773 | Commercial first and second..... | 18,843 |
| Government land radio stations ¹ | 227 | 284 | Experiment and instruction..... | 250 |
| Government ship radio stations..... | 1,158 | 1,194 | Cargo..... | 644 |
| Special land radio stations..... | 418 | 511 | Amateur first and second..... | 32,970 |
| Amateur stations licensed..... | 10,809 | 15,504 | Commercial emergency first and second..... | 563 |
| Total..... | 15,751 | 20,841 | Total..... | 53,396 |

¹ Includes 45 light-vessel stations.

COST OF RADIO SERVICE.

The following statement shows the expenditures in detail for the Radio Service for 1922, the appropriation for the current year and the proposed allotment, and the estimates for the year ending June 30, 1924:

| | 1922 | 1923 | 1924 |
|---------------------------|-------------|-------------|--------------|
| Total salaries: | | | |
| Field..... | \$60,887.18 | \$96,500.00 | \$114,025.00 |
| Bureau..... | 10,683.14 | 17,600.00 | 17,600.00 |
| Total..... | 71,570.32 | 114,100.00 | 131,625.00 |
| General expenses: | | | |
| Rent..... | 1,080.00 | 1,380.00 | 1,380.00 |
| Travel..... | 3,402.51 | 8,550.00 | 10,000.00 |
| Telephone..... | 850.52 | 1,260.00 | 1,260.00 |
| Furniture..... | 104.92 | 550.00 | 500.00 |
| Supplies..... | 1,526.67 | 715.00 | 1,000.00 |
| Printing..... | 299.58 | 250.00 | 300.00 |
| New instruments..... | 210.30 | 1,860.00 | 2,500.00 |
| Repairs..... | 224.85 | 250.00 | 300.00 |
| Telegrams..... | 42.79 | 90.00 | 90.00 |
| Freight..... | 136.84 | 200.00 | 200.00 |
| Car fare..... | 377.51 | 545.00 | 545.00 |
| Batteries, wire, etc..... | 41.40 | 150.00 | 200.00 |
| Berne publications..... | 65.77 | 50.00 | 50.00 |
| Miscellaneous..... | 64.80 | 50.00 | 50.00 |
| Unexpended..... | 1.22 | | |
| Total..... | 80,000.00 | 130,000.00 | 150,000.00 |

OPERATORS' LICENSES.

The total number of operators' licenses issued during the past year was 12,113 out of a total of 46,990 issued or renewed during the past seven years and shows an increase during 1922 of 3,115 over the number licensed the previous year.

| Grade. | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 | Total. |
|--|-------|-------|------------------|------------------|--------|-------|--------|--------|
| Commercial extra first..... | 18 | 8 | 13 | 18 | 16 | 16 | 19 | 108 |
| Commercial first and second..... | 1,260 | 1,674 | 1,603 | 1,640 | 4,869 | 2,706 | 3,117 | 16,869 |
| Experiment and instruction..... | 30 | 10 | (¹) | (¹) | 97 | 33 | 43 | 213 |
| Cargo..... | 173 | 113 | 107 | 33 | 30 | 36 | 14 | 506 |
| Amateur first and second..... | 4,199 | 3,303 | (¹) | (¹) | 6,103 | 6,207 | 8,920 | 28,731 |
| Commercial emergency, first, and second..... | | 217 | 219 | 63 | 64 | | | 563 |
| Total..... | 5,680 | 5,324 | 1,942 | 1,754 | 11,179 | 8,998 | 12,113 | 46,990 |

¹ Discontinued for the period of the war.

DETAILED WORK OF THE RADIO SERVICE.

The following statement shows the details of the work performed by radio inspectors during the past fiscal year in comparison with the work of the previous year:

| Work of service. | 1921 | 1922 |
|---|-------|--------|
| Clearance of American and foreign vessels required by law to be equipped with radio.. | 9,581 | 10,240 |
| Inspections of radio equipment on American and foreign vessels required by law to be equipped with radio..... | 5,591 | 6,071 |
| Inspections of radio equipment on voluntarily equipped vessels..... | 514 | 809 |
| American ship radio stations licensed..... | 921 | 1,174 |
| American ship radio stations inspected for license..... | 463 | 688 |
| Land radio stations inspected for license..... | 96 | 285 |
| Land radio stations (not including amateur stations) ¹ | 491 | 511 |
| Special land radio stations (not including amateur stations)..... | | 193 |
| Commercial land stations ² | | 382 |
| Limited commercial (broadcasting) stations..... | | 9,525 |
| Amateur radio stations licensed..... | 7,851 | 3,236 |
| Commercial operators examined..... | 4,308 | 3,136 |
| Commercial operators licensed..... | 2,722 | 8,107 |
| Amateur operators examined..... | 5,759 | 8,920 |
| Amateur operators licensed..... | 6,207 | |
| Defects found upon inspection of ship radio stations where clearance would have been in violation of the law..... | 553 | 247 |
| American vessels equipped with radio..... | 2,978 | 2,773 |

¹ Land stations are divided into three classes for the year 1922.

² Includes 20 Philippine insular government stations.

SUMMARY OF WORK BY DISTRICTS.

Following is the usual statement by districts of the work performed by the districts during the past fiscal year as well as a comparison with the work performed during the previous year.

| Place of inspection or examination. | Stations inspected. | | | | | | Amateur stations licensed. | Operators examined. | | | | | | Operators licensed. | | | | | | |
|-------------------------------------|---------------------------|-------------------|-------|-------------------|---------------------------------|--------------|----------------------------|---------------------|----------|--------|--------|-----------------------------|-------------|---------------------|--------|----------|--------|--------|-----------------------------|---------|
| | Ship—Voluntary equipment. | Ship for license. | Land. | Land for license. | General and restricted amateur. | Commercial. | | | Amateur. | | Cargo. | Experiment and instruction. | Commercial. | | | Amateur. | | Cargo. | Experiment and instruction. | |
| | | | | | | Extra first. | | First. | Second. | First. | | | Second. | Extra first. | First. | Second. | First. | | | Second. |
| Eighth district—Continued. | | | | | | | | | | | | | | | | | | | | |
| Cincinnati, Ohio..... | 0 | 0 | 10 | 10 | 1 | 0 | 0 | 5 | 2 | 53 | 0 | 0 | 0 | 0 | 4 | 1 | 30 | 0 | 0 | 0 |
| Columbus, Ohio..... | 0 | 0 | 10 | 10 | 4 | 0 | 0 | 3 | 0 | 100 | 0 | 0 | 1 | 0 | 0 | 1 | 71 | 0 | 0 | 0 |
| Frankfort, Mich..... | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ludington, Mich..... | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sandusky, Ohio..... | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| Total, 1922..... | 137 | 26 | 86 | 72 | 46 | 1,956 | 0 | 222 | 44 | 1,098 | 828 | 0 | 4 | 0 | 129 | 63 | 894 | 974 | 0 | 4 |
| Total, 1921..... | 88 | 32 | 40 | 30 | 7 | 1,438 | 1 | 189 | 21 | 515 | 584 | 0 | 9 | 0 | 73 | 37 | 378 | 689 | 0 | 9 |
| Ninth district: | | | | | | | | | | | | | | | | | | | | |
| Chicago, Ill..... | 47 | 16 | 1 | 17 | 0 | 1,923 | 0 | 236 | 15 | 395 | 1,256 | 0 | 6 | 1 | 143 | 83 | 563 | 1,256 | 0 | 12 |
| Milwaukee, Wis..... | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 7 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Racine and Kenosha, Wis..... | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Indianapolis, Ind..... | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 11 | 4 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Louis, Mo..... | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 7 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Kansas City, Mo..... | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 13 | 2 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Omaha, Nebr..... | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 3 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rock Island, Ill..... | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Davenport, Iowa..... | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Minneapolis, Minn..... | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 22 | 16 | 74 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Duluth, Minn..... | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total, 1922..... | 47 | 16 | 13 | 30 | 16 | 1,923 | 0 | 306 | 43 | 667 | 1,256 | 0 | 7 | 1 | 143 | 83 | 563 | 1,256 | 0 | 12 |
| Total, 1921..... | 10 | 9 | 16 | 6 | 2 | 1,534 | 0 | 266 | 45 | 518 | 1,050 | 0 | 7 | 0 | 97 | 65 | 309 | 1,050 | 0 | 7 |
| Summary: | | | | | | | | | | | | | | | | | | | | |
| First district..... | 30 | 29 | 16 | 24 | 14 | 1,406 | 0 | 245 | 2 | 397 | 463 | 2 | 3 | 0 | 203 | 65 | 765 | 540 | 2 | 3 |
| Second district..... | 337 | 373 | 100 | 41 | 19 | 803 | 4 | 370 | 249 | 861 | 0 | 12 | 0 | 7 | 699 | 136 | 674 | 167 | 7 | 0 |
| Third district..... | 106 | 86 | 48 | 54 | 159 | 1,792 | 1 | 486 | 83 | 488 | 0 | 0 | 2 | 3 | 433 | 93 | 737 | 397 | 0 | 10 |
| Fourth district..... | 2 | 2 | 8 | 7 | 20 | 235 | 0 | 48 | 29 | 75 | 0 | 0 | 1 | 0 | 12 | 18 | 115 | 142 | 0 | 0 |
| Fifth district..... | 145 | 89 | 30 | 21 | 108 | 460 | 0 | 274 | 59 | 178 | 385 | 0 | 0 | 1 | 222 | 59 | 139 | 385 | 0 | 5 |
| Sixth district..... | 43 | 33 | 29 | 4 | 9 | 708 | 1 | 439 | 33 | 713 | 245 | 4 | 6 | 5 | 428 | 77 | 464 | 260 | 4 | 9 |
| Seventh district..... | 22 | 34 | 33 | 32 | 5 | 242 | 1 | 197 | 101 | 212 | 241 | 1 | 0 | 2 | 187 | 67 | 179 | 269 | 1 | 0 |
| Eighth district..... | 137 | 26 | 86 | 72 | 46 | 1,956 | 0 | 221 | 44 | 1,098 | 828 | 0 | 4 | 0 | 129 | 63 | 894 | 974 | 0 | 4 |
| Ninth district..... | 47 | 16 | 13 | 30 | 16 | 1,923 | 0 | 306 | 43 | 667 | 1,256 | 0 | 7 | 1 | 143 | 83 | 563 | 1,256 | 0 | 12 |
| Grand total, 1922..... | 869 | 688 | 363 | 285 | 396 | 9,525 | 7 | 2,586 | 643 | 4,689 | 3,418 | 19 | 23 | 19 | 2,456 | 661 | 4,530 | 4,390 | 14 | 43 |
| Grand total, 1921..... | 514 | 463 | 145 | 96 | 98 | 7,351 | 18 | 3,273 | 1,017 | 3,000 | 2,759 | 43 | 24 | 16 | 1,991 | 715 | 2,388 | 3,819 | 36 | 33 |

ENFORCEMENT OF NAVIGATION LAWS.

The work of enforcing the navigation laws has proceeded through the usual agencies throughout the year. The increase from 10,707 to 11,412 in the number of violations reported is due principally to the increased activity of the inspecting officers and not to an increasing tendency to violate the law. On the contrary, the percentage of vessels found fully manned and equipped and operated both at home and abroad in accordance with navigation requirements has grown materially. For instance, the five patrol vessels of the bureau found 25,631 out of 32,353 vessels inspected fully manned and equipped, even to technical details, and navigated in accordance with the rules of the road.

The following table shows the work by districts and laws violated, followed by a comparison with the work of previous years:

| Headquarters port. | Total. | Steamboat laws (R. S., 4399-4500). | Motor-boat laws, "Rules of road," (R. S., 4325-4326). | Bills of health. | Seamen's act (Mar. 4, 1915). | Anchorage and St. Marys River rules. (Aug. 2, 1882). | Enrollment and license (R. S., 4339). | Entry and clearance (R. S., 4197). | Name on vessel (R. S., 4178). | Change of master (R. S., 4335). | Unloading. | Radio-communication laws. | Numbering act (June 7, 1915). | Merchant marine act, 1920. | Miscellaneous. |
|-----------------------|--------|------------------------------------|---|------------------|------------------------------|--|---------------------------------------|------------------------------------|-------------------------------|---------------------------------|------------|---------------------------|-------------------------------|----------------------------|----------------|
| Baltimore..... | 480 | 34 | 200 | 12 | | | 3 | | 48 | 1 | 2 | | 177 | | 3 |
| Boston..... | 902 | 54 | 418 | 37 | 1 | 8 | 4 | 9 | 10 | 1 | 49 | 4 | 297 | | 11 |
| Bridgeport..... | 50 | 2 | 13 | 14 | 1 | | | | 8 | 1 | 1 | | 10 | | |
| Buffalo..... | 61 | 13 | 18 | 8 | 2 | | | 3 | | | | | 17 | | |
| Charleston..... | 67 | 2 | 15 | 32 | | | 1 | | 9 | 1 | 1 | | 4 | | 2 |
| Chicago..... | 96 | 5 | 47 | 8 | 2 | | 1 | | | | | 1 | 32 | | |
| Cleveland..... | 159 | 3 | 17 | 20 | | | | 1 | | 1 | 1 | | 114 | | 2 |
| Des Moines..... | 32 | | 13 | 2 | | | | | | | | | 17 | | |
| Detroit..... | 65 | 4 | 20 | 24 | 2 | | | 2 | | | 3 | | 9 | | 1 |
| Duluth..... | 68 | 6 | 45 | 1 | 3 | | | 2 | | | | | 10 | | 1 |
| Galveston..... | 8 | | | 6 | | | | | | | 1 | | | | 1 |
| Honolulu..... | 35 | 7 | 9 | 1 | | | 1 | | 4 | | 4 | | 8 | | 1 |
| Indianapolis..... | 37 | 4 | 17 | | | | | | | | | | 16 | | |
| Juneau..... | 36 | 1 | 1 | 31 | | | | | | | 1 | | 1 | 1 | |
| Los Angeles..... | 185 | 4 | 97 | 37 | | | | 3 | 6 | | 1 | | 23 | | 14 |
| Louisville..... | 55 | 2 | 22 | 12 | | | 1 | 1 | 1 | | | | 16 | | |
| Memphis..... | 87 | 6 | 7 | 20 | | | | 2 | | | 6 | | 46 | | |
| Milwaukee..... | 14 | 7 | 3 | | 2 | | | 1 | | | | | 1 | | |
| Mobile..... | 204 | 7 | 121 | 22 | | | 4 | 2 | 7 | 6 | | 1 | 28 | | 6 |
| New Orleans..... | 294 | 22 | 105 | 72 | 1 | | 1 | 1 | 12 | 1 | 4 | | 62 | | 14 |
| New York..... | 2,703 | 79 | 1,399 | 117 | | 1 | 3 | 3 | 25 | 1 | 1 | | 1,071 | | 3 |
| Nogales..... | 13 | | | | 1 | | | | | | | | | | 12 |
| Norfolk..... | 672 | 16 | 288 | 26 | | | 1 | 3 | 59 | 4 | 3 | 1 | 268 | | 3 |
| Ogdensburg..... | 113 | 1 | 55 | 9 | | | | | | | | | 48 | | |
| Philadelphia..... | 773 | 17 | 208 | 68 | 14 | | | 3 | 39 | 4 | 1 | | 418 | | 1 |
| Pittsburgh..... | 22 | 7 | | 13 | | | | | | | 1 | | 1 | | |
| Port Arthur..... | 31 | 9 | 3 | 10 | | | | | | | | | 3 | | 6 |
| Portland, Me..... | 345 | 8 | 151 | 33 | | | | | 2 | | 2 | | 149 | | |
| Portland, Oreg..... | 83 | 2 | 36 | 22 | 4 | | | | 1 | | | | 18 | | |
| Providence..... | 181 | 12 | 78 | 3 | | | 1 | 1 | 13 | | 1 | | 72 | | |
| Rochester..... | 10 | | 5 | | | | | 2 | | | 2 | | 1 | | |
| San Diego..... | 40 | 1 | 11 | | | | 1 | | 2 | | 1 | | 23 | | 1 |
| San Antonio..... | 10 | | | 1 | | | | | 1 | | 1 | | | | 8 |
| San Juan..... | 14 | | | 6 | | | 3 | | | | | | 3 | | 2 |
| San Francisco..... | 209 | 35 | 16 | 34 | 3 | | 4 | 4 | 20 | 6 | 8 | 7 | 60 | | 12 |
| Savannah..... | 165 | | 86 | 14 | | | | 2 | 12 | | 1 | | 50 | | |
| St. Albans..... | 96 | | 4 | | | | | | | | | | 92 | | |
| St. Louis..... | 170 | | 96 | 15 | | | | 2 | 2 | | 1 | | 54 | | |
| Seattle..... | 273 | 8 | 56 | 87 | 38 | | 6 | 8 | 10 | 16 | 8 | 1 | 29 | | 6 |
| Tampa..... | 2,290 | 16 | 866 | 88 | 1 | | 4 | 19 | 5 | 122 | 8 | 9 | 1,105 | | 47 |
| Wilmington, N. C..... | 264 | 28 | 68 | 39 | | | | 1 | 39 | 10 | | | 73 | | |
| Total— | | | | | | | | | | | | | | | |
| 1922 (41 ports)..... | 11,412 | 422 | 4,614 | 944 | 75 | | 27 | 59 | 71 | 443 | 56 | 110 | 7,426 | 1 | 157 |
| 1921 (42 ports)..... | 10,707 | 840 | 3,772 | 974 | 250 | | 48 | 45 | 100 | 673 | 68 | 42 | 113,676 | | 208 |
| 1920 (41 ports)..... | 10,667 | 2,650 | 2,530 | 988 | 1 | 514 | 16 | 38 | 104 | 267 | 39 | 118 | 51,319 | | 156 |
| 1919 (40 ports)..... | 8,174 | 1,589 | 2,397 | 1,066 | | 273 | 28 | 38 | 83 | 196 | 32 | 83 | 58,244 | | 89 |

| Headquarters port. | Total. | Steamboat laws (R. S., 4339-4300). | Motor-boat laws, "Rules of road," | Surrendered license (R. S., 4325-4326). | Bills of health. | Seamen's act (Mar. 4, 1915). | Anchorage and St. Marys River rules. | Passenger act (Aug. 2, 1882). | Enrollment and license (R. S., 4336). | Entry and clearance (R. S., 4197). | Name on vessel (R. S., 4178). | Change of master (R. S., 4335). | Unloading. | Radio-communication laws. | Numbering act (June 7, 1918). | Merchant marine act, 1920. | Miscellaneous. |
|-----------------------|--------|------------------------------------|-----------------------------------|---|------------------|------------------------------|--------------------------------------|-------------------------------|---------------------------------------|------------------------------------|-------------------------------|---------------------------------|------------|---------------------------|-------------------------------|----------------------------|----------------|
| 1918 (49 ports)..... | 4,749 | 710 | 2,337 | 922 | .... | 160 | .... | 32 | 20 | 62 | 127 | 27 | 250 | 20 | .... | .... | 82 |
| 1917 (48 ports)..... | 7,569 | 1,020 | 4,660 | 770 | .... | 286 | .... | 29 | 42 | 43 | 400 | 41 | 74 | 22 | .... | .... | 182 |
| 1916 (48 ports)..... | 7,825 | 812 | 5,126 | 943 | .... | 271 | .... | 1 | 19 | 59 | 28 | 331 | 35 | 67 | 43 | .... | 90 |
| 1915 (48 ports)..... | 6,868 | 671 | 4,562 | 892 | .... | .... | 11 | 10 | 104 | 41 | 348 | 67 | 93 | 37 | .... | .... | 42 |
| 1914 (49 ports)..... | 6,720 | 768 | 4,838 | 631 | .... | .... | 8 | 25 | 41 | 26 | 153 | 59 | 90 | 36 | .... | .... | 45 |
| 1913 (107 ports)..... | 3,506 | 333 | 2,783 | 23 | .... | .... | 23 | 8 | 24 | 10 | 83 | 26 | 1 | 40 | .... | .... | 152 |
| 1912 (105 ports)..... | 3,634 | 165 | 3,119 | 96 | .... | 3 | .... | 12 | 17 | 38 | 39 | 81 | 12 | .... | .... | .... | 52 |
| 1911 (92 ports)..... | 2,268 | 182 | 1,811 | 23 | 41 | .... | 17 | 45 | 10 | 16 | 43 | 30 | .... | .... | .... | .... | 30 |
| 1910 (74 ports)..... | 1,070 | 252 | 488 | 17 | 68 | .... | 13 | 61 | 13 | 16 | 68 | 12 | 2 | .... | .... | .... | 76 |
| 1909 (64 ports)..... | 1,134 | 151 | 710 | 33 | 69 | .... | 3 | 21 | 14 | 7 | 59 | .... | 4 | .... | .... | .... | 63 |
| 1908 (73 ports)..... | 852 | 245 | 385 | 12 | 42 | .... | 6 | 21 | 23 | 18 | 30 | .... | 2 | .... | .... | .... | 61 |
| 1907 (66 ports)..... | 684 | 209 | 92 | 88 | 36 | .... | 18 | 62 | 9 | 23 | 52 | 27 | 5 | .... | .... | .... | 63 |
| 1906 (77 ports)..... | 670 | 194 | 110 | 114 | 41 | .... | 13 | 27 | 10 | 6 | 49 | 5 | 9 | .... | .... | .... | 72 |
| 1905 (63 ports)..... | 524 | 142 | 53 | 99 | 42 | .... | 13 | 21 | 26 | 7 | 20 | 11 | 28 | .... | .... | .... | 62 |
| 1904 (66 ports)..... | 706 | 134 | 93 | 101 | 48 | .... | 49 | 16 | 29 | 12 | 24 | 19 | (1) | .... | .... | .... | 131 |

¹ Included under "Miscellaneous" in 1904 report.

The foregoing is based on reports of collectors of customs and is approximately correct. The number of violations reported is the largest in the history of the bureau and has involved a considerable increase in the work both in the field and in Washington.

The penalties fixed by law for these violations are heavy in order to meet the most flagrant cases. Almost at the beginning of our Government, however, it was found that while such penalties might be suitable for serious cases there were innumerable less serious violations where such a penalty would work an injustice. Congress thereupon placed in the Secretary of the Treasury and later (act of February 14, 1903) in the Secretary of Commerce the power to adjust the penalties to the offense through the mitigation or remission of such penalties (see sec. 5294, R. S., as amended). In a general sense the Department of Commerce has considered these laws as remedial rather than punitive and has endeavored, through careful and uniform action, to fix the amounts with a view to preventing repetitions rather than as a punishment. Flagrant cases or second offenders receive little consideration. Although thousands of inspections are made each year, it is exceedingly rare that an offender is reported the second time, which has satisfied the department that the leniency displayed has been justified. Such action has met with the approval of those interested in our merchant shipping and has tended to secure cooperation everywhere in the administration of this code of laws.

The following table shows the work done by the various branches of the services engaged in the enforcement of the navigation laws:

| Headquarters port. | Total. | Kilkenny. | Tarragon. | Dixie. | Siwash. | Psyche. | Coast Guard. | Local inspectors. | Radio. | Customs. | Navigation inspectors. |
|--------------------|--------|-----------|-----------|--------|---------|---------|--------------|-------------------|--------|----------|------------------------|
| Baltimore | 482 | 248 | | | 131 | 48 | 2 | 21 | | 29 | 3 |
| Boston | 898 | | | | 398 | | 5 | 60 | 6 | 428 | 1 |
| Bridgeport | 50 | | | | 29 | 2 | | 2 | | 17 | |
| Buffalo | 62 | | | | | | | 15 | | 13 | 34 |
| Charleston | 68 | | | | | 11 | | 3 | | 46 | |
| Chicago | 97 | | | | | | 49 | 4 | 4 | 10 | 30 |
| Cleveland | 160 | | | | | | 2 | 2 | | 156 | |
| Des Moines | 32 | | | | | | | | | 32 | |
| Detroit | 67 | | | | | | 19 | 9 | | 39 | |
| Duluth | 68 | | | | | | 12 | | | 22 | 34 |
| Galveston | 8 | | | | | | | | | 8 | |
| Honolulu | 35 | | | | | | 3 | | | 27 | 5 |
| Indianapolis | 37 | | | | | | 2 | 4 | | 9 | 22 |
| Juneau | 36 | | | | | | | 1 | | 35 | |
| Los Angeles | 185 | | 7 | | | | | | | 78 | 100 |
| Louisville | 57 | | | | | | 7 | 3 | | 30 | 17 |
| Memphis | 86 | | | | | | 4 | 3 | | 64 | 19 |
| Milwaukee | 14 | | | | | | 4 | 7 | | 1 | 2 |
| Mobile | 203 | 7 | | 140 | | | | | 1 | 50 | |
| New Orleans | 294 | | | 179 | | | 13 | 15 | | 86 | 1 |
| New York | 2,698 | 3 | | 11 | 202 | 2,087 | 3 | 70 | | 298 | 24 |
| Norfolk | 680 | 402 | | | 156 | 63 | 7 | 17 | 1 | 34 | |
| Nogales | 13 | | | | | | | | | 13 | |
| Ogdensburg | 85 | | | | | | 73 | | | 12 | |
| Philadelphia | 778 | 305 | | | 9 | 76 | 1 | 12 | | 294 | 81 |
| Pittsburgh | 22 | | | | | | | 4 | | 18 | |
| Port Arthur | 21 | | | | | | | 6 | | 15 | |
| Portland, Me. | 346 | | | | 277 | | 17 | 8 | | 44 | |
| Portland, Oreg. | 83 | | | | | | 4 | 2 | | 60 | 17 |
| Providence | 181 | | | | 73 | | 2 | 8 | | 11 | 87 |
| Rochester | 10 | | | | | | | | | 5 | 5 |
| San Diego | 34 | | | | | | 2 | | | 32 | |
| San Antonio | 10 | | | | | | | | | 10 | |
| San Juan | 14 | | | | | | | | | 14 | |
| San Francisco | 213 | | | | | | 34 | 30 | | 148 | 1 |
| St. Albans | 96 | | | | | | | | | 96 | |
| St. Louis | 173 | | | | | | | | | 55 | 118 |
| Savannah | 165 | | 120 | | | | | | | 45 | |
| Seattle | 272 | | | 434 | | | 48 | | | 195 | 29 |
| Tampa | 2,300 | 209 | 872 | | | | 190 | 6 | | 589 | |
| Wilmington, N. C. | 263 | 10 | | | | 213 | 2 | | 3 | 35 | |
| Total— | | | | | | | | | | | |
| 1922 (41 ports) | 11,396 | 1,184 | 999 | 764 | 1,275 | 2,500 | 509 | 317 | 15 | 3,203 | 630 |
| 1921 (42 ports) | 10,706 | 1,637 | 1,112 | 1,182 | 712 | 479 | 404 | 773 | 9 | 3,869 | 529 |
| 1920 (42 ports) | 10,667 | 1,303 | 1,261 | 41 | | | 300 | 2,083 | 25 | 5,028 | 626 |
| 1919 (41 ports) | 7,382 | 1,480 | 1,225 | | | | 235 | 767 | 6 | 3,114 | 554 |
| 1918 (49 ports) | 4,893 | 84 | 809 | | | | 241 | 404 | 5 | 2,654 | 696 |
| 1917 (48 ports) | 7,565 | 864 | 1,234 | | | | 1,255 | 712 | 13 | 2,833 | 654 |
| 1916 (48 ports) | 7,895 | 984 | 987 | | | | 1,333 | 590 | 36 | 2,876 | 1,089 |
| 1915 (48 ports) | 6,860 | | | | | | 1,380 | 361 | 34 | 2,661 | 999 |

Of the above violations, 6,722, or more than one-half, were reported by the bureau's patrol boats, while the Coast Guard Service reported 509. The 3,203 violations reported by collectors of customs acting under instructions from the bureau arose chiefly through failure to comply with customhouse requirements not involving outside inspections. This does not apply, however, to Boston and a few of the ports on the Great Lakes. The inspection boats in addition to the work enumerated above have been actively engaged in assisting the Internal Revenue Bureau in the collection of internal revenue taxes on pleasure boats and water transportation. It is estimated that the collection of these taxes and of navigation fines through these vessels exceeds the cost of their operation. The Government secures, therefore, a reasonable inspection of vessels on the Atlantic and Gulf coasts, as the taxes and fines would not be collected were these vessels not in operation.

COMPARATIVE STATEMENT OF CASES OF VIOLATIONS OF THE NAVIGATION AND STEAMBOAT-INSPECTION LAWS REPORTED BY OFFICERS OF CUSTOMS, 1911-1922.

| Port. | 1911 | 1912 | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|
| Baltimore..... | 114 | 129 | 294 | 219 | 396 | 312 | 461 | 265 | 500 | 663 | 699 | 482 |
| Boston..... | 132 | 327 | 67 | 949 | 440 | 412 | 427 | 194 | 243 | 626 | 607 | 898 |
| Bridgeport..... | 206 | 423 | 30 | 134 | 118 | 54 | 89 | 32 | 95 | 97 | 200 | 50 |
| Buffalo..... | 9 | 75 | 64 | 3 | 42 | 144 | 87 | 111 | 168 | 143 | 188 | 62 |
| Charleston..... | 1 | 4 | 13 | 154 | 91 | 39 | 50 | 28 | 109 | 40 | 44 | 68 |
| Chicago..... | 138 | 55 | 35 | 105 | 178 | 389 | 283 | 144 | 88 | 119 | 171 | 97 |
| Cleveland..... | 114 | 66 | 76 | 90 | 104 | 218 | 161 | 177 | 499 | 1,096 | 252 | 160 |
| Des Moines..... | | 3 | | 160 | 85 | 4 | 116 | 56 | 27 | 40 | 141 | 32 |
| Detroit..... | 69 | 251 | 221 | 112 | 293 | 441 | 163 | 146 | 142 | 122 | 168 | 67 |
| Duluth..... | 9 | 13 | 15 | 17 | 62 | 79 | 138 | 132 | 282 | 241 | 73 | 68 |
| Eagle Pass..... | 1 | 3 | 28 | 2 | | | 1 | 1 | | | | |
| Galveston..... | 6 | 2 | 39 | 49 | 49 | 50 | 105 | 54 | 21 | 24 | 41 | 8 |
| Great Falls..... | | | | | | | | | | | | |
| Honolulu..... | 14 | 14 | 11 | 15 | 14 | 18 | 18 | 11 | 10 | 3 | 95 | 35 |
| Indianapolis..... | 7 | 23 | 5 | 1 | 5 | 109 | 54 | 85 | 32 | 34 | 29 | 37 |
| Juneau..... | 113 | 67 | 27 | 41 | 43 | 33 | 40 | 44 | 43 | 39 | 60 | 36 |
| Laredo..... | 1 | 16 | 5 | 14 | 2 | 7 | 10 | | | | | |
| Los Angeles..... | 65 | 36 | 23 | 79 | 182 | 172 | 137 | 109 | 192 | 125 | 183 | 185 |
| Louisville..... | 14 | 24 | 6 | 41 | 58 | 63 | 128 | 50 | 49 | 64 | 35 | 57 |
| Memphis..... | 10 | 12 | 9 | 10 | 52 | 94 | 84 | 18 | 67 | 83 | 66 | 86 |
| Milwaukee..... | 16 | 22 | 16 | 16 | 8 | 133 | 82 | 18 | 81 | 133 | 33 | 14 |
| Mobile..... | 36 | 40 | 30 | 157 | 107 | 106 | 109 | 52 | 98 | 122 | 301 | 203 |
| New Orleans..... | 51 | 71 | 73 | 218 | 173 | 177 | 315 | 221 | 501 | 487 | 779 | 294 |
| New York..... | 292 | 352 | 330 | 1,013 | 622 | 1,256 | 1,292 | 583 | 626 | 1,349 | 849 | 2,698 |
| Nogales..... | | | | | | | | 22 | | 8 | 21 | 13 |
| Norfolk..... | 214 | 121 | 489 | 235 | 335 | 531 | 430 | 181 | 814 | 618 | 846 | 680 |
| Ogdensburg..... | 13 | 25 | 20 | 57 | 40 | 92 | 74 | 201 | 54 | 18 | 8 | 85 |
| Pembina..... | | | 8 | | | | | 3 | | | | |
| Philadelphia..... | 25 | 28 | 164 | 378 | 867 | 483 | 406 | 166 | 532 | 600 | 684 | 778 |
| Pittsburgh..... | 1 | 24 | 6 | 21 | 13 | 27 | 4 | 6 | 9 | 28 | 16 | 22 |
| Port Arthur..... | 28 | 35 | 10 | 126 | 33 | 68 | 93 | 117 | 203 | 256 | 112 | 21 |
| Portland, Me..... | 86 | 157 | 51 | 78 | 566 | 241 | 145 | 51 | 53 | 55 | 320 | 346 |
| Portland, Oreg..... | 7 | 125 | 331 | 354 | 273 | 229 | 130 | 239 | 120 | 182 | 107 | 83 |
| Providence..... | 79 | 70 | 20 | 130 | 21 | 125 | 94 | 68 | 65 | 137 | 175 | 181 |
| Rochester..... | 18 | 23 | 42 | 34 | 28 | 42 | 44 | 102 | 14 | 24 | 55 | 10 |
| St. Albans..... | | 4 | 1 | 54 | 3 | 33 | 68 | 29 | 1 | 1 | 3 | 96 |
| St. Louis..... | 30 | 88 | 20 | 109 | 186 | 154 | 348 | 173 | 291 | 396 | 182 | 173 |
| St. Paul..... | 3 | | | 5 | | 5 | | | 4 | | | |
| San Antonio ¹ | | | | | | | | 2 | 2 | 7 | 9 | 10 |
| San Diego..... | | | | | | | | | | 1 | 22 | 34 |
| San Francisco..... | 103 | 64 | 107 | 260 | 446 | 276 | 196 | 151 | 223 | 765 | 466 | 213 |
| San Juan..... | 9 | 25 | 18 | 28 | 28 | 11 | 12 | 14 | 8 | 14 | 10 | 14 |
| Savannah..... | 2 | 7 | 6 | 98 | 78 | 82 | 48 | 41 | 77 | 68 | 149 | 165 |
| Seattle..... | 74 | 108 | 59 | 38 | 306 | 409 | 318 | 338 | 266 | 320 | 310 | 272 |
| Tampa..... | 135 | 682 | 364 | 669 | 314 | 570 | 547 | 295 | 1,303 | 1,247 | 1,770 | 2,300 |
| Wilmington, N. C..... | 23 | 20 | 373 | 104 | 206 | 137 | 262 | 19 | 261 | 302 | 426 | 263 |
| Omaha..... | | | | | | | | | | | 1 | |
| Total (47 ports).... | 2,268 | 3,634 | 3,506 | 6,720 | 6,868 | 7,825 | 7,569 | 4,749 | 8,173 | 10,667 | 10,706 | 11,396 |

¹ The districts of Laredo (No. 23) and Eagle Pass (No. 25) were abolished by Executive order Sept. 7, 1917, and the district of San Antonio (No. 23) was created by the same order.

The above statement is an accurate indication of additional work imposed on customs officers in the handling of fines and penalties, but is not a fair statement of the actual activities of the customs officers in the enforcement of the navigation laws, as the various ports along the Atlantic and the Gulf have the benefit of the work of the bureau's inspection boats, which report all violations through the collector of customs in whose district the offense is committed.

PREVENTING OVERCROWDING OF PASSENGER VESSELS.

The work of preventing the overcrowding of passenger steamers is performed by customs, steamboat, and navigation inspectors. The bureau's records show the work done by the navigation and customs inspectors as follows:

NUMBER OF COUNTS AND THE NUMBER OF PASSENGERS INVOLVED IN PREVENTING
OVERCROWDING OF PASSENGER VESSELS DURING FISCAL YEAR 1922.

| Port. | Navigation. | | Customs. | | Total. | |
|-------------------|-------------|-------------|----------|-------------|---------|-------------|
| | Counts. | Passengers. | Counts. | Passengers. | Counts. | Passengers. |
| Baltimore..... | 1,915 | 909,246 | ..... | ..... | 1,915 | 909,246 |
| Boston..... | 529 | 411,912 | ..... | ..... | 529 | 411,912 |
| Chicago..... | 1,198 | 612,322 | 152 | 71,260 | 1,350 | 683,582 |
| Cleveland..... | 1,161 | 522,550 | 453 | 210,311 | 1,614 | 732,861 |
| Detroit..... | 475 | 403,683 | 374 | 465,334 | 849 | 869,017 |
| Duluth..... | 162 | 50,746 | ..... | ..... | 162 | 50,746 |
| Galveston..... | ..... | ..... | 69 | 3,520 | 69 | 3,520 |
| Indianapolis..... | 22 | 6,353 | 8 | 4,586 | 30 | 10,939 |
| Louisville..... | 204 | 126,812 | 1 | 706 | 205 | 127,518 |
| Memphis..... | 75 | 26,933 | ..... | ..... | 75 | 26,933 |
| Milwaukee..... | ..... | ..... | 6 | 12,228 | 6 | 12,228 |
| Mobile..... | ..... | ..... | 28 | 8,695 | 28 | 8,695 |
| Norfolk..... | 106 | 19,024 | 10 | 3,205 | 116 | 22,229 |
| Philadelphia..... | ..... | ..... | 136 | 100,248 | 136 | 100,248 |
| Portland, Me..... | 1,057 | 168,996 | ..... | ..... | 1,057 | 168,996 |
| Rochester..... | ..... | ..... | 18 | 7,870 | 18 | 7,870 |
| Seattle..... | 332 | 71,117 | 640 | 116,003 | 972 | 187,120 |
| St. Albans..... | ..... | ..... | 18 | 7,099 | 18 | 7,099 |
| Total..... | 7,236 | 3,329,694 | 1,913 | 1,011,065 | 9,149 | 4,340,759 |
| Total, 1921..... | 8,960 | 3,224,232 | 2,146 | 1,916,867 | 11,106 | 5,141,099 |

When in the course of counting passengers it is found that the limit of safety has been reached the inspectors prevent any more passengers from going on board. The number of such shut-offs is shown by the following table:

SHUT-OFFS, BY MONTHS, DURING THE FISCAL YEAR 1922.

| Port. | July. | | August. | | September. | | May. | | June. | | Total. | |
|-------------------|---------|-------------|---------|-------------|------------|-------------|---------|-------------|---------|-------------|---------|-------------|
| | Counts. | Passengers. | Counts. | Passengers. | Counts. | Passengers. | Counts. | Passengers. | Counts. | Passengers. | Counts. | Passengers. |
| Baltimore..... | 11 | 12,250 | 5 | 5,700 | 1 | 1,550 | 1 | 1,200 | ..... | ..... | 18 | 20,700 |
| Boston..... | 3 | 2,689 | 2 | 2,136 | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 4,825 |
| Chicago..... | 104 | 36,992 | 10 | 1,803 | 2 | 1,414 | 1 | 165 | 17 | 4,608 | 134 | 44,982 |
| Cleveland..... | 10 | 23,000 | 8 | 10,008 | ..... | ..... | ..... | ..... | ..... | ..... | 18 | 33,008 |
| Detroit..... | 13 | 30,344 | 2 | 4,335 | ..... | ..... | 7 | 18,764 | 4 | 12,000 | 26 | 65,443 |
| Indianapolis..... | 2 | 780 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | 780 |
| Louisville..... | 2 | 900 | 21 | 5,374 | ..... | ..... | ..... | ..... | ..... | ..... | 23 | 6,274 |
| Memphis..... | ..... | ..... | 1 | 1,200 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 1,200 |
| Norfolk..... | 1 | 100 | 2 | 1,280 | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 1,380 |
| Seattle..... | 13 | 2,785 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 13 | 2,785 |
| Total..... | 159 | 109,840 | 51 | 31,836 | 3 | 2,964 | 9 | 20,129 | 21 | 16,608 | 243 | 181,377 |
| Total, 1921..... | 150 | 128,368 | 86 | 78,678 | 9 | 2,410 | 32 | 19,788 | 93 | 34,326 | 370 | 263,570 |

It will be noted that out of a total of 9,149 counts there were 243 occasions when the vessels would have been crowded beyond the danger line had the inspectors not intervened and possibly serious results might have followed in some instances. Perhaps no other of the navigation laws has more directly to do with the safety to life than that restricting the number of persons vessels may carry. Under an amendment to the law, however, Congress on February 14, 1917, defined this overcrowding as a crime which necessitated, in order to secure conviction, that intent to commit the offense

should be established. The owner can not be prosecuted as he is not present. The master escapes by issuing general orders against the practice which he may or may not expect to be observed. The mate, purser, or deckhand who actually counts the passengers coming on board is not subject to the law. Since the amendment of 1917 we have been unable to secure a conviction. These conditions have been brought to the attention of Congress, and steps have been taken to remedy them through the provisions of section 4 of H. R. 11518.

PASSENGER ACT OF 1882.

The following table shows the number of persons destined to the United States who came under the protection of the law intended to guard the health, comfort, and morals of the steerage passengers since 1917:

| Year. | Voyages. | Steerage passengers. | Year. | Voyages. | Steerage passengers. |
|-----------|----------|----------------------|-----------|----------|----------------------|
| 1917..... | 630 | 147,493 | 1920..... | 664 | 296,066 |
| 1918..... | 442 | 67,988 | 1921..... | 944 | 586,195 |
| 1919..... | 314 | 55,603 | 1922..... | 1,057 | 250,741 |

Although on 1,057 voyages steerage passengers were brought to the United States during the past year, but 27 violations of the law occurred, and many of these were of minor importance, such as failure to number the berths, keep a copy of the law posted, etc.

SHIP SUBSIDY.

There has been so much said and written on this subject that I have refrained from expressing my views fully. I have for many years been an ardent advocate of ship subsidy, and since my connection with the Bureau of Navigation am more thoroughly convinced than ever of its need. I believe it would be a reflection on the intelligence of the American people should Congress fail to pass the ship subsidy bill.

PUBLICATIONS.

Publications of the bureau, comprising the Navigation Laws (quadrennial with an annual pamphlet supplement), List of Merchant Vessels of the United States, Code List of Merchant Vessels, List of Radio Stations (all annual), and the list of vessels of 500 gross tons and over, and Radio Service Bulletin (both monthly) are no longer distributed gratuitously, but are for sale by the Superintendent of Documents, Government Printing Office, Washington, D. C.

Respectfully,

D. B. CARSON,
Commissioner.

To Hon. HERBERT HOOVER,
Secretary of Commerce.

APPENDIXES.

APPENDIX A.

REPORTS OF SHIPPING COMMISSIONERS FOR THE FISCAL YEAR ENDED JUNE 30, 1922.

The following statements are based on the annual reports of United States shipping commissioners for the fiscal year ended June 30, 1922. Shipping commissioners are appointed by the Secretary of Commerce at each port of entry, which is also a port of ocean navigation and for which Congress has made necessary appropriation.

The reports cover:

1. Shipments, discharges, and expenditures.
2. Shipments and reshippers.
3. Discharges.
4. Nationality of seamen, by ports.
5. Failures to join.
6. Men shipped to be discharged abroad.
7. Allotments of wages.
8. Nationality of officers and seamen in foreign and coasting trade.
9. Seamen shipped and discharged by collectors.
10. Nationality of officers and seamen in foreign and coasting trade.

1. SHIPMENTS, DISCHARGES, AND EXPENDITURES.

The following table shows the seamen shipped and discharged by each commissioner, the total cost of each office to the Government, and the number of employees authorized:

| Port. | Dis- charged. | Shipped and re- shipped. | Total. | Total amount of salaries paid. | Average cost per man. | Em- ployees. |
|----------------------------|------------------|--------------------------------|---------|---|-----------------------------|-----------------|
| Baltimore..... | 17,377 | 20,786 | 38,163 | \$7,180.00 | \$0.19 | 5 |
| Bath..... | 54 | 439 | 493 | 451.00 | .91 | ..... |
| Boston..... | 15,020 | 16,981 | 32,001 | 9,140.00 | .28 | 5 |
| Charleston..... | 1,438 | 605 | 2,043 | 225.00 | .11 | ..... |
| Galveston..... | 3,500 | 3,668 | 7,168 | 1,800.00 | .25 | ..... |
| New Bedford (1 month)..... | ..... | 63 | 63 | 100.00 | 1.59 | ..... |
| Newport News..... | 1,127 | 1,737 | 2,864 | 1,976.34 | .69 | 2 |
| New Orleans..... | 34,873 | 35,166 | 70,039 | 6,598.83 | .09 | 6 |
| New York..... | 131,782 | 129,693 | 261,475 | 25,298.58 | .10 | 17 |
| Norfolk..... | 9,864 | 5,422 | 15,286 | 3,636.00 | .24 | 4 |
| Philadelphia..... | 11,344 | 12,640 | 23,984 | 8,128.20 | .34 | 5 |
| Portland, Me..... | 1,075 | 2,415 | 3,490 | 2,260.00 | .64 | 1 |
| Providence..... | 1,593 | 3,505 | 5,098 | 2,700.00 | .53 | 1 |
| Rockland..... | 95 | 702 | 797 | 578.75 | .73 | ..... |
| San Francisco..... | 16,159 | 14,816 | 30,975 | 12,020.00 | .39 | 7 |
| Seattle..... | 24,746 | 23,330 | 48,076 | 10,433.40 | .22 | 7 |
| Total..... | 270,047 | 271,968 | 542,015 | 92,526.10 | .17 | 60 |

2. SHIPMENTS AND RESHIPMENTS OF OFFICERS AND SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped and reshipped on vessels of the types and in the trades named. Half-rate foreign ports are those in British North America, the West Indies, and Mexico. Seamen reshipped are those who at the end of a voyage are engaged to serve on the next voyage of the same vessel:

| Port. | Foreign ports. | | | Domestic ports. | | Total shipments and reshipments. |
|----------------------------|------------------|------------------|-------------|-----------------|-------------|----------------------------------|
| | Shipped. | | Re-shipped. | Shipped. | Re-shipped. | |
| | Full-rate ports. | Half-rate ports. | | | | |
| Baltimore..... | 8,637 | 3,020 | 5,084 | 3,082 | 963 | 20,786 |
| Bath..... | 122 | 122 | 9 | 301 | 7 | 439 |
| Boston..... | 1,917 | 1,408 | 3,861 | 3,090 | 6,705 | 16,981 |
| Charleston..... | 263 | 88 | 254 | | | 605 |
| Galveston..... | 2,128 | 91 | 1,344 | 54 | 51 | 3,668 |
| New Bedford (1 month)..... | 62 | 1 | | | | 63 |
| New Orleans..... | 8,696 | 3,328 | 22,171 | 319 | 652 | 35,166 |
| Newport News..... | 658 | 624 | 112 | 305 | 38 | 1,737 |
| New York..... | 34,192 | 10,009 | 81,738 | 2,000 | 1,754 | 129,693 |
| Norfolk..... | 1,274 | 1,352 | 499 | 1,040 | 1,257 | 5,422 |
| Philadelphia..... | 3,606 | 1,873 | 4,378 | 1,612 | 1,171 | 12,640 |
| Portland, Me..... | 108 | 207 | 371 | 1,331 | 398 | 2,415 |
| Providence..... | 370 | 1,558 | 1,135 | 442 | | 3,505 |
| Rockland..... | | 82 | 1 | 473 | 146 | 702 |
| San Francisco..... | 7,049 | 432 | 4,443 | 907 | 1,985 | 14,816 |
| Seattle..... | 4,832 | 207 | 17 | 7,844 | 10,430 | 23,330 |
| Total..... | 73,792 | 24,402 | 125,417 | 22,800 | 25,557 | 271,968 |

3. NUMBER OF MEN DISCHARGED.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men discharged and paid off by commissioners from vessels of the types and in the trades named:

| Port. | Foreign ports. | | Domestic ports. | Total discharged. |
|--------------------|------------------|------------------|-----------------|-------------------|
| | Full-rate ports. | Half-rate ports. | | |
| Baltimore..... | 9,659 | 4,773 | 2,945 | 17,377 |
| Bath..... | 42 | | 12 | 54 |
| Boston..... | 3,601 | 3,755 | 7,664 | 15,020 |
| Charleston..... | 1,202 | 139 | 97 | 1,438 |
| Galveston..... | 3,215 | 215 | 70 | 3,500 |
| New Orleans..... | 23,501 | 10,367 | 1,005 | 34,873 |
| Newport News..... | 871 | 72 | 184 | 1,127 |
| New York..... | 95,451 | 33,038 | 3,293 | 131,782 |
| Norfolk..... | 7,138 | 2,285 | 441 | 9,864 |
| Philadelphia..... | 6,536 | 3,577 | 1,231 | 11,344 |
| Portland, Me..... | 117 | 473 | 485 | 1,075 |
| Providence..... | 202 | 1,276 | 115 | 1,593 |
| Rockland..... | | 2 | 93 | 95 |
| San Francisco..... | 12,671 | 398 | 3,090 | 16,159 |
| Seattle..... | 4,632 | 174 | 19,940 | 24,746 |
| Total..... | 168,838 | 60,544 | 40,665 | 270,047 |

4. NATIONALITY OF SEAMEN.

The following table, compiled by shipping commissioners from articles of agreement, shows the nationality of men shipped and reshipped. During recent fiscal years commissioners have indicated the fact of naturalization on the articles:

| Port. | American. | | Aus- trian. | Brit- ish. | Chi- nese. | Dan- ish. | Fili- pino. | French. | Ger- man. | Italian. |
|--------------------|-----------|-------------------|----------------|---------------|---------------|--------------|----------------|---------|--------------|----------|
| | Native. | Natu- ralized. | | | | | | | | |
| Baltimore..... | 8,572 | 1,387 | 32 | 1,290 | 378 | 418 | 76 | 32 | 113 | 104 |
| Bath..... | 352 | 4 | | 10 | | 12 | | | 7 | 5 |
| Boston..... | 5,902 | 1,014 | 28 | 1,704 | 177 | 187 | 17 | 35 | 172 | 82 |
| Charleston..... | 375 | 23 | 1 | 24 | | 22 | 1 | | 2 | 5 |
| Galveston..... | 2,081 | 486 | 5 | 67 | | 27 | 17 | | 7 | 6 |
| New Orleans..... | 10,692 | 2,274 | 76 | 5,629 | 293 | 529 | 96 | 180 | 42 | 858 |
| Newport News..... | 579 | 84 | | 137 | 37 | 44 | 13 | 5 | 4 | 5 |
| New York..... | 32,480 | 13,731 | 301 | 13,643 | 2,004 | 77 | 1,285 | 367 | 7,301 | 1,445 |
| Norfolk..... | 1,701 | 285 | 8 | 523 | 59 | 2,035 | 19 | 13 | 15 | 25 |
| Philadelphia..... | 3,941 | 897 | 228 | 1,058 | 366 | 223 | 76 | 31 | 105 | 103 |
| Portland, Me..... | 624 | 122 | 26 | 173 | 5 | 61 | 39 | 6 | 39 | 19 |
| Providence..... | 1,338 | 369 | 53 | 149 | | 41 | | | 45 | 30 |
| Rockland..... | 333 | | 31 | 65 | | 14 | | | 4 | 4 |
| San Francisco..... | 5,650 | 1,730 | 25 | 1,251 | 94 | 162 | 1,087 | 21 | 146 | 27 |
| Seattle..... | 11,390 | 3,878 | 14 | 1,828 | 343 | 148 | 669 | 12 | 96 | 36 |
| Total..... | 85,989 | 26,284 | 828 | 27,551 | 3,756 | 4,000 | 3,395 | 703 | 8,098 | 2,754 |

| Port. | Japan- ese. | Nor- wegian. | Portu- guese. | Rus- sian. | Span- ish. | Swed- ish. | Central Ameri- can. | South Ameri- can. | All other. | Grand total. |
|--------------------|----------------|-----------------|------------------|---------------|---------------|---------------|---------------------------|-------------------------|---------------|-----------------|
| Baltimore..... | * 87 | 601 | 337 | 274 | 928 | 725 | 68 | 146 | 1,500 | 17,068 |
| Bath..... | | 12 | 5 | 4 | | 12 | 2 | 2 | 12 | 439 |
| Boston..... | 12 | 519 | 1,712 | 261 | 1,151 | 460 | 43 | 172 | 676 | 14,324 |
| Charleston..... | | 28 | 12 | 7 | 13 | 29 | 2 | 4 | 55 | 603 |
| Galveston..... | 2 | 30 | 12 | 25 | 45 | 52 | 12 | 7 | 82 | 2,964 |
| New Orleans..... | 38 | 929 | 266 | 607 | 3,154 | 908 | 1,045 | 529 | 1,847 | 29,962 |
| Newport News..... | 5 | 45 | 20 | 56 | 77 | 74 | | 20 | 89 | 1,294 |
| New York..... | 228 | 3,367 | 1,466 | 2,188 | 15,252 | 2,779 | 350 | 2,411 | 12,356 | 114,998 |
| Norfolk..... | 11 | 210 | 233 | 152 | 485 | 179 | 86 | 116 | 444 | 4,641 |
| Philadelphia..... | 40 | 413 | 307 | 237 | 872 | 441 | 45 | 88 | 845 | 10,316 |
| Portland, Me..... | | 124 | 252 | 109 | 162 | 132 | 12 | 36 | 36 | 1,977 |
| Providence..... | | 104 | 167 | 51 | 122 | 101 | 100 | 55 | 162 | 2,887 |
| Rockland..... | | 35 | 33 | 19 | 15 | 35 | 2 | 1 | 3 | 594 |
| San Francisco..... | 6 | 231 | 27 | 271 | 218 | 227 | 866 | 412 | 402 | 12,853 |
| Seattle..... | 38 | 579 | 35 | 222 | 293 | 396 | | 363 | 288 | 20,628 |
| Total..... | 467 | 7,227 | 4,884 | 4,483 | 22,787 | 6,550 | 2,633 | 4,362 | 18,797 | 235,548 |

5. FAILURES OF SEAMEN TO JOIN AMERICAN VESSELS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men who failed to join American vessels in the United States after they had made contracts to serve thereon. There is virtually no penalty imposed on the seaman who violates his written contract by deserting or failing to join in the United States an American vessel on which he has contracted to work. Since 1898 the punishment provided by law is the forfeiture of all or any part of the wages or effects he leaves on board and of all or any part of the wages or emoluments which he has then earned. The greater number of failures to join are after articles are signed but before the voyage has been begun, when usually no wages have been earned subject to forfeiture:

| Port. | Foreign. | Coasting. | Total. | Port. | Foreign. | Coasting. | Total. |
|-------------------|----------|-----------|--------|--------------------|----------|-----------|--------|
| Baltimore..... | 117 | 1 | 118 | Philadelphia..... | 59 | 38 | 97 |
| Bath..... | | 3 | 3 | Portland, Me..... | 6 | 22 | 28 |
| Boston..... | 125 | 39 | 164 | Providence..... | 46 | 20 | 66 |
| Galveston..... | 21 | 3 | 24 | Rockland..... | | 8 | 8 |
| New Orleans..... | 15 | | 15 | San Francisco..... | 65 | 2 | 67 |
| Newport News..... | 13 | 2 | 15 | Seattle..... | 51 | 74 | 125 |
| New York..... | 544 | 2 | 546 | Total..... | 1,102 | 245 | 1,347 |
| Norfolk..... | 40 | 31 | 71 | | | | |

6. MEN SHIPPED TO BE DISCHARGED IN FOREIGN PORTS.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of men shipped on vessels of various types to be discharged in foreign ports:

| Port. | Total. | Port. | Total. |
|-------------------|--------|--------------------|--------|
| Galveston..... | 9 | San Francisco..... | 78 |
| New York..... | 475 | Seattle..... | 14 |
| Norfolk..... | 8 | | |
| Philadelphia..... | 7 | Total..... | 591 |

7. ALLOTMENTS OF WAGES.

The following table, compiled by shipping commissioners from articles of agreement, shows the number of allotment notes issued for seamen on the types of vessels named in the foreign trade. Allotments are prohibited in trade to foreign ports in Canada, Newfoundland, Mexico, and the West Indies. They are prohibited in the coasting trade except between Atlantic and Pacific ports, or vice versa. Allotment notes to relatives are in favor of a seaman's grandparents, parents, wife, sister, or children.

| Port. | Relatives. | Total. | Port. | Relatives. | Total. |
|-------------------|------------|--------|--------------------|------------|--------|
| Baltimore..... | 932 | 932 | Philadelphia..... | 399 | 399 |
| Bath..... | 5 | 5 | Portland..... | 26 | 26 |
| Boston..... | 420 | 420 | Providence..... | 86 | 86 |
| Galveston..... | 299 | 299 | San Francisco..... | 1,094 | 1,094 |
| New Orleans..... | 635 | 635 | Seattle..... | 616 | 616 |
| Newport News..... | 99 | 99 | | | |
| New York..... | 3,394 | 3,394 | Total..... | 8,159 | 8,159 |
| Norfolk..... | 154 | 154 | | | |

8. NATIONALITY OF OFFICERS AND SEAMEN IN FOREIGN AND COASTING TRADE.

Nationality of officers and seamen shipped and reshipped by United States shipping commissioners on American merchant vessels during the year ended June 30, 1922.

| Nationality. | Overseas trade. | | Near-by foreign trade. | | Coasting trade. | | Total. | |
|-----------------------------|-----------------|---------|------------------------|--------|-----------------|--------|-----------|---------|
| | Officers. | Men. | Officers. | Men. | Officers. | Men. | Officers. | Men. |
| American (native)... | 10,366 | 45,816 | 8,833 | 20,977 | 4,559 | 19,196 | 23,758 | 85,989 |
| American (naturalized)..... | 5,064 | 15,355 | 4,692 | 5,816 | 2,137 | 5,113 | 11,893 | 26,284 |
| Austrian..... | 0 | 277 | 2 | 274 | 2 | 277 | 4 | 828 |
| British..... | 374 | 12,682 | 164 | 10,542 | 89 | 4,327 | 627 | 27,551 |
| Chinese..... | 0 | 2,432 | 0 | 1,147 | 0 | 177 | 0 | 3,756 |
| Danish..... | 50 | 1,843 | 23 | 1,442 | 38 | 715 | 111 | 4,000 |
| Filipino..... | 0 | 2,216 | 0 | 365 | 6 | 814 | 6 | 3,395 |
| French..... | 2 | 348 | 0 | 275 | 4 | 80 | 6 | 703 |
| German..... | 42 | 7,100 | 10 | 365 | 48 | 633 | 100 | 8,098 |
| Italian..... | 0 | 1,064 | 3 | 1,438 | 0 | 252 | 3 | 2,754 |
| Japanese..... | 0 | 165 | 0 | 198 | 0 | 104 | 0 | 467 |
| Norwegian..... | 98 | 2,727 | 77 | 2,732 | 11 | 1,768 | 186 | 7,227 |
| Portuguese..... | 4 | 1,381 | 1 | 1,508 | 0 | 1,995 | 5 | 4,884 |
| Russian..... | 32 | 2,108 | 23 | 1,476 | 14 | 899 | 69 | 4,483 |
| Spanish..... | 13 | 9,070 | 26 | 11,836 | 9 | 1,881 | 48 | 22,787 |
| Swedish..... | 87 | 2,492 | 35 | 2,603 | 21 | 1,455 | 143 | 6,550 |
| Central American..... | 1 | 627 | 2 | 1,564 | 0 | 442 | 3 | 2,633 |
| South American..... | 10 | 1,940 | 8 | 1,638 | 0 | 784 | 18 | 4,362 |
| All other..... | 28 | 9,980 | 44 | 7,023 | 5 | 1,794 | 77 | 18,797 |
| Total..... | 16,171 | 119,623 | 13,943 | 73,219 | 6,943 | 42,706 | 37,057 | 235,548 |

9. SEAMEN SHIPPED AND DISCHARGED BY COLLECTORS.

In compliance with section 4503 of the Revised Statutes the collector or deputy collector of customs acts as shipping commissioner at any port in which no shipping commissioner has been appointed. The following table shows the number of seamen shipped and discharged, the number who failed to join after signing contracts, the number shipped to be discharged in foreign ports and the number of allotment notes issued during the year ended June 30, 1922, by collectors and deputy collectors of customs.

| Port. | Shipped and re-shipped. | Discharged. | Failed to join. | Shipped to be discharged abroad. | Allotments of wages. |
|-----------------------|-------------------------|-------------|-----------------|----------------------------------|----------------------|
| Machias, Me. | | 1 | 1 | | |
| Jonesport, Me. | 28 | | | | |
| Southwest Harbor, Me. | 3 | | | | |
| Robbinston, Me. | 5 | | | | |
| Bangor, Me. | | | | 11 | |
| Belfast, Me. | 6 | 6 | | | |
| Portsmouth, N. H. | 4 | 1 | | | |
| Gloucester, Mass. | 1,482 | | | | |
| New Bedford, Mass. | 218 | 55 | | | |
| Fall River, Mass. | 2,110 | 2,218 | 6 | | 9 |
| Newark, N. J. | | 122 | | | |
| Perth Amboy, N. J. | 33 | 294 | | | |
| Washington, D. C. | | 17 | | | |
| Wilmington, N. C. | 52 | 56 | | | 5 |
| Savannah, Ga. | 812 | 662 | 2 | 2 | 128 |
| Brunswick, Ga. | 14 | 22 | | | |
| Jacksonville, Fla. | 804 | 735 | 28 | | 120 |
| Tampa, Fla. | 254 | 861 | 3 | | 40 |
| St. Andrews, Fla. | 90 | 114 | 6 | | 4 |
| Pensacola, Fla. | 815 | 789 | 11 | 11 | 37 |
| Mobile, Ala. | 3,550 | 3,955 | 3 | | 402 |
| Gulfport, Miss. | 182 | 211 | 2 | | 5 |
| Pascagoula, Miss. | 183 | 68 | | | |
| Baton Rouge, La. | 2,358 | 1,823 | | | 39 |
| Port Arthur, Tex. | 1,075 | 1,470 | 54 | | 69 |
| Sabine, Tex. | 60 | 50 | 20 | | 15 |
| Orange, Tex. | 260 | 164 | 20 | 2 | 10 |
| Beaumont, Tex. | 310 | 487 | 60 | 8 | 32 |
| Houston, Tex. | 1,066 | 484 | | | 102 |
| Freeport, Tex. | | 20 | | | |
| Texas City, Tex. | 972 | 486 | | | 5 |
| Aransas Pass, Tex. | 9 | 13 | | 1 | |
| San Juan, P. R. | 129 | 147 | | 1 | |
| Ponce, P. R. | 30 | | | | |
| Mayaguez, P. R. | 152 | 57 | | 7 | |
| Arecibo, P. R. | 1 | | | | 1 |
| Aguadilla, P. R. | 7 | 7 | | | |
| Arroyo, P. R. | 4 | 2 | | | |
| Guanica, P. R. | 1 | | | | |
| San Diego, Calif. | 1,260 | 1,500 | 1 | | 1 |
| San Pedro, Calif. | 2,178 | 706 | | 1 | 115 |
| Eureka, Calif. | 25 | 22 | | | |
| Portland, Oreg. | 3,470 | 2,892 | 18 | 8 | 324 |
| Astoria, Oreg. | 86 | 58 | 4 | | 6 |
| Marshfield, Oreg. | 59 | 54 | 2 | | 1 |
| South Bend, Wash. | 25 | | | | |
| Blaine, Wash. | 14 | 1 | | | |
| Anacortes, Wash. | 61 | 4 | | | |
| Port Townsend, Wash. | 35 | 99 | | | 1 |
| Aberdeen, Wash. | 182 | 122 | 16 | | 18 |
| Port Angeles, Wash. | 135 | 128 | | | 3 |
| Ketchikan, Alaska. | 11 | 10 | | | |
| Nome, Alaska. | 37 | 20 | | | |
| Honolulu, Hawaii. | 794 | 778 | 14 | 4 | 8 |
| Total. | 25,438 | 21,783 | 293 | 56 | 1,500 |

10. NATIONALITY OF OFFICERS AND SEAMEN IN FOREIGN AND COASTING TRADE.

Nationality of officers and seamen shipped and reshipped by collectors and deputy collectors of customs on American merchant vessels during the year ended June 30, 1922.

| Nationality. | Overseas trade. | | Near-by foreign trade. | | Coasting trade. | | Total. | |
|-----------------------------|-----------------|--------|------------------------|-------|-----------------|-------|-----------|--------|
| | Officers. | Men. | Officers. | Men. | Officers. | Men. | Officers. | Men. |
| American (native)... | 2,013 | 6,458 | 1,064 | 3,560 | 800 | 2,571 | 3,877 | 12,589 |
| American (naturalized)..... | 582 | 1,185 | 344 | 918 | 133 | 672 | 1,059 | 2,775 |
| Austrian..... | ..... | 27 | 1 | 563 | ..... | 23 | 1 | 613 |
| British..... | 5 | 563 | 37 | 831 | ..... | 351 | 42 | 1,745 |
| Chinese..... | ..... | 46 | ..... | 24 | ..... | 1 | ..... | 71 |
| Danish..... | 1 | 314 | 4 | 126 | 2 | 98 | 7 | 538 |
| Filipino..... | ..... | 83 | 2 | 10 | ..... | 53 | 2 | 146 |
| French..... | ..... | 36 | ..... | 26 | ..... | 28 | ..... | 90 |
| German..... | 2 | 52 | 4 | 34 | ..... | 57 | 6 | 143 |
| Italian..... | 2 | 86 | ..... | 153 | ..... | 18 | 2 | 257 |
| Japanese..... | ..... | 31 | ..... | 11 | ..... | 15 | ..... | 57 |
| Norwegian..... | 2 | 498 | 6 | 212 | 2 | 239 | 10 | 949 |
| Portuguese..... | ..... | 236 | 1 | 134 | ..... | 34 | 1 | 404 |
| Russian..... | 2 | 184 | 8 | 65 | ..... | 56 | 10 | 305 |
| Spanish..... | ..... | 345 | ..... | 347 | ..... | 73 | ..... | 765 |
| Swedish..... | 2 | 420 | 6 | 266 | ..... | 210 | 8 | 896 |
| Central American..... | ..... | 31 | 1 | 34 | ..... | 21 | 1 | 86 |
| South American..... | ..... | 73 | 1 | 71 | ..... | 47 | 1 | 191 |
| All other..... | 4 | 512 | 2 | 655 | ..... | 156 | 6 | 1,323 |
| Total..... | 2,615 | 11,180 | 1,481 | 8,040 | 937 | 4,723 | 5,033 | 23,943 |

APPENDIX B.

WAGES OF SEAMEN.

The following statements show the average monthly wages paid to seamen generally on American vessels, compiled from the reports of the United States shipping commissioners:

First. The average monthly wages paid during the past fiscal year on American steam and sailing vessels to seamen shipped in various positions for voyages in various branches of the foreign and coasting trade, compiled from reports of the United States shipping commissioners of this bureau.

Second. Average monthly wages paid to able seamen on American vessels (steam and sail), 1895-1922.

Third. Average monthly wages paid to first mates on American vessels, 1895-1922.

Fourth. Average monthly wages paid to firemen and first engineers on American steam vessels, 1895-1922.

Fifth. The wage scales and conditions of employment established by the United States Shipping Board are published herein.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1922.

| Destination, size, and port of departure of vessels. | Sail. | | | | | Steam. | | | | | | | | |
|--|--------------|--------------|-------------|--------------|---------------|--------------|--------------|-------------|--------------|---------------|-----------|------------|------------------|-------------------|
| | Able seamen. | Boat-swains. | Carpenters. | First mates. | Second mates. | Able seamen. | Boat-swains. | Carpenters. | First mates. | Second mates. | Fire-men. | Trim-mers. | First engineers. | Second engineers. |
| <i>To Great Britain.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Rockland..... | \$30.00 | | | \$50.00 | | \$40.00 | | | \$150.00 | \$100.00 | \$50.00 | \$55.00 | \$200.00 | \$150.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| New York..... | 45.00 | \$75.00 | | 100.00 | | 50.00 | \$65.00 | \$70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Rockland..... | 25.00 | | | 75.00 | \$60.00 | 70.00 | | | 165.00 | 125.00 | 85.00 | 85.00 | 235.00 | 165.00 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 63.60 | 73.00 | 79.00 | 183.00 | 159.00 | 66.00 | 57.00 | 267.00 | 180.00 |
| Boston ¹ | | | | | | 72.50 | 80.00 | 85.00 | 180.-195. | 160.-170. | 75.00 | 65.00 | 260.-285. | 185.-195. |
| Galveston..... | | | | | | 55.00 | 65.00 | 70.00 | 160.-170. | 140.-150. | 55.00 | 40.00 | 230.-250. | 160.-170. |
| New Orleans..... | | | | | | 65.00 | 73.75 | 78.00 | 183.00 | 158.00 | 68.00 | 63.00 | 183.00 | 158.00 |
| Newport News..... | | | | | | 64.00 | 73.00 | 78.00 | 184.00 | 161.00 | 67.00 | 65.00 | 264.00 | 181.00 |
| New York..... | | | | | | 65.00 | 73.64 | 81.66 | 187.34 | 163.10 | 67.85 | 58.57 | 181.42 | 157.85 |
| Norfolk..... | 45.00 | 75.00 | | 100.00 | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Philadelphia..... | | | | | | 72.50 | 80.00 | 85.00 | 205.31 | 178.91 | 69.18 | 63.33 | 275.00 | 177.50 |
| Portland, Me..... | | | | | | 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 |
| San Francisco..... | | | | | | 40.00 | 65.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 |
| Seattle..... | | | | | | 69.64 | 78.42 | 85.00 | 191.51 | 166.16 | 72.00 | | 292.68 | 191.51 |
| | | | | | | 73.00 | 84.50 | 90.00 | 202.00 | 179.00 | 75.00 | 71.00 | 312.70 | 206.30 |
| <i>To Continent of Europe.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Galveston..... | 30.00 | 35.00 | | 60.00 | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Galveston..... | 75.00 | 110.00 | \$100.00 | 130.00 | | | | | | | | | | |
| Newport News..... | 43.33 | 65.00 | | 90.00 | | | | | | | | | | |
| New York..... | 45.00 | 75.00 | | 100.00 | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Seattle..... | | | | | | 73.00 | 84.50 | 90.00 | 202.00 | 179.00 | 75.00 | 71.00 | 312.70 | 206.30 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 63.60 | 73.00 | 79.00 | 183.00 | 159.00 | 66.00 | 57.00 | 267.00 | 180.00 |
| Boston ¹ | | | | | | 72.50 | 80.00 | 85.00 | 180.-195. | 160.-170. | 75.00 | 65.00 | 260.-285. | 185.-195. |
| Galveston..... | | | | | | 55.00 | 65.00 | 70.00 | 160.-170. | 140.-150. | 55.00 | 40.00 | 230.-250. | 160.-170. |
| New Orleans..... | | | | | | 65.00 | 73.75 | 78.00 | 183.00 | 158.00 | 68.00 | 63.00 | 183.00 | 158.00 |
| Newport News..... | | | | | | 63.00 | 72.00 | 76.00 | 184.00 | 159.00 | 66.00 | 56.00 | 266.00 | 181.00 |
| New York..... | 50.00 | 75.00 | | 100.00 | | 65.00 | 73.64 | 81.66 | 187.34 | 163.10 | 67.85 | 58.57 | 181.42 | 157.85 |
| Norfolk..... | 45.00 | 75.00 | | 100.00 | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| | 50.00 | | | 100.00 | 75.00 | 65.27 | 71.53 | 85.00 | 182.67 | 158.75 | 66.38 | 57.63 | 262.36 | 179.26 |

| | | | | | | | | | | | | | |
|---|-----------|-------|--|--------|-----------|-------|-------|-----------|-----------|--------|-------|-----------|-----------|
| Philadelphia..... | | | | | 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 |
| Portland, Me..... | | | | | 40.00 | 65.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 |
| San Francisco..... | | | | | 72.50 | 80.00 | 85.00 | 195.00 | 170.00 | 75.00 | | 285.00 | 195.00 |
| Seattle..... | | | | | 73.00 | 84.50 | 90.00 | 202.00 | 179.00 | 75.00 | 71.00 | 312.70 | 206.30 |
| <i>To South America.</i> | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | |
| Galveston..... | | | | | 65.00 | 73.75 | 78.00 | 183.00 | 158.00 | 68.00 | 63.00 | 183.00 | 158.00 |
| New York..... | 30.00 | 45.00 | | 75.00 | | | | | | | | | |
| Rockland..... | 30.00 | | | 50.00 | | | | | | | | | |
| From 500 to 1,500 tons: | 30.00 | | | 75.00 | 65.00 | | | | | | | | |
| Bath, Me..... | { to } | 50.00 | | { to } | { to } | | | | | | | | |
| | 35.00 | | | 100.00 | 75.00 | | | | | | | | |
| New York..... | 30.00 | 45.00 | | 75.00 | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Norfolk..... | 37.50 | 75.00 | | 93.75 | 45.00 | 50.00 | 75.00 | 112.50 | | | | | |
| Philadelphia..... | 35.00 | 60.00 | | 80.00 | | | | | | | | | |
| Rockland..... | 35.00 | | | 75.00 | 60.00 | | | | | | | | |
| San Francisco..... | 65.00 | | | 120.00 | 90.00 | 75.00 | | 155.00 | 135.00 | 75.00 | | 205.00 | 155.00 |
| Seattle..... | 73.00 | | | 129.00 | 100.00 | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | |
| Baltimore..... | | | | | 63.60 | 73.00 | 79.00 | 183.00 | 159.00 | 66.00 | 57.00 | 267.00 | 180.00 |
| Boston ¹ | | | | | { 72.50 | 80.00 | 85.00 | 180.-195. | 160.-170. | 75.00 | 65.00 | 260.-285. | 185.-195. |
| | | | | | { 55.00 | 65.00 | 70.00 | 160.-170. | 140.-150. | 55.00 | 40.00 | 230.-250. | 160.-170. |
| New Orleans..... | | | | | 63.00 | 74.00 | 78.00 | 180.00 | 157.00 | 66.00 | 61.00 | 259.00 | 178.00 |
| Newport News..... | | | | | 72.50 | 80.00 | 85.00 | 228.75 | 200.00 | 75.00 | 65.00 | 195.00 | 170.00 |
| New York..... | 30.00 | 45.00 | | 75.00 | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Norfolk..... | 50.00 | | | | 63.00 | 75.63 | 80.00 | 188.75 | 164.38 | 68.25 | 57.00 | 276.25 | 188.75 |
| Philadelphia..... | | | | | 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 |
| Portland, Me..... | 30.00 | 40.00 | | 90.00 | 45.00 | 40.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 |
| Providence..... | | | | | 50.00 | 70.00 | 70.00 | 175.00 | 145.00 | 55.00 | 45.00 | 175.00 | 145.00 |
| San Francisco..... | | | | | 65.20 | 74.25 | 80.00 | 180.00 | 156.56 | 67.32 | | 261.91 | 180.00 |
| Seattle..... | | | | | 73.00 | 84.50 | 90.00 | 202.00 | 175.00 | 75.00 | 71.00 | 290.00 | 202.20 |
| <i>To West Indies, Mexico, and Central America.</i> | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | |
| Bath..... | { 30.00 } | | | 70.00 | { 50.00 } | | | | | | | | |
| | to } | | | | to } | | | | | | | | |
| | 35.00 | | | | 65.00 | | | | | | | | |
| New Orleans..... | 30.00 | | | | 70.00 | 85.00 | | 217.00 | 195.00 | 80.00 | 65.00 | 226.00 | 165.00 |
| New York..... | 30.00 | 45.00 | | 75.00 | | | | | | | | | |
| Norfolk..... | 30.00 | 45.00 | | | 72.50 | | | 185.00 | 160.00 | 75.00 | 65.00 | 275.00 | 185.00 |
| Rockland..... | 30.00 | | | 50.00 | | | | | | | | | |
| San Francisco..... | | | | | 77.50 | | | 155.00 | 135.00 | 77.50 | | 205.00 | 155.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | |
| Baltimore..... | 45.00 | 50.00 | | 88.00 | 55.00 | | | | | | | | |
| Boston..... | 30.00 | | | 70.00 | 50.00 | | | | | | | | |
| Newport News..... | 30.00 | | | 72.50 | 50.00 | | | | | | | | |
| New York..... | 30.00 | 45.00 | | 75.00 | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 260.00 | 165.00 |

¹ Upper row of figures shows wages paid for period July, 1921, to Feb. 5, 1922; lower row of figures shows wages paid for period Feb. 6, 1922, to June 30, 1922, at Boston, Mass.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1922—Continued.

| Destination, size, and port of departure of vessels. | Sail. | | | | | Steam. | | | | | | | | |
|---|--------------|--------------|-------------|--------------|---------------|------------------|--------------|-------------|--------------------|---------------|-----------|------------------|------------------|-------------------|
| | Able seamen. | Boat-swains. | Carpenters. | First mates. | Second mates. | Able seamen. | Boat-swains. | Carpenters. | First mates. | Second mates. | Fire-men. | Trim-mers. | First engineers. | Second engineers. |
| <i>To West Indies, Mexico, and Central America—Con.</i> | | | | | | | | | | | | | | |
| From 500 to 1,500 tons—Continued. | | | | | | | | | | | | | | |
| Norfolk..... | \$35.00 | \$40.00 | | \$75.00 | \$70.00 | | | | | | | | | |
| Philadelphia..... | 35.00 | 50.00 | | 75.00 | 55.00 | | | | | | | | | |
| Rockland..... | 35.00 | | | 75.00 | 60.00 | | | | | | | | | |
| San Francisco..... | | | | | | \$70.00 | | | \$160.00 | \$138.33 | \$70.00 | | \$218.33 | \$147.50 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 63.60 | \$73.00 | \$79.00 | 183.00 | 159.00 | 66.00 | \$57.00 | 267.00 | 180.00 |
| Boston 1..... | 30.00 | | | 70.00 | 50.00 | { 72.50 | 80.00 | 85.00 | 180.-195. | 160.-170. | 75.00 | 65.00 | 260.-285. | 185.-195. |
| Galveston..... | | | | | | { 55.00 | 65.00 | 70.00 | 160.-170. | 140.-150. | 55.00 | 40.00 | 230.-250. | 160.-170. |
| New Orleans..... | | | | | | { 53.00 | 66.00 | 77.00 | 176.00 | 149.00 | 57.00 | 49.00 | 176.00 | 149.00 |
| Newport News..... | | | | | | { 56.00 | 68.00 | 75.00 | 175.00 | 150.00 | 59.00 | 49.00 | 265.00 | 172.00 |
| New York..... | | | | | | { 59.21 | 73.46 | 80.00 | 174.35 | 148.12 | 61.73 | 50.00 | 170.77 | 144.23 |
| Norfolk..... | 30.00 | 45.00 | | 75.00 | | { 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Philadelphia..... | 75.00 | | \$150.00 | 150.00 | 150.00 | { 59.85 | 73.53 | 78.33 | 185.60 | 159.26 | 63.40 | 52.24 | 270.52 | 179.62 |
| Portland, Me..... | | | | | | { 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 |
| Providence..... | | | | | | { 40.00 | 65.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 |
| San Francisco..... | | | | | | { 50.00 | 70.00 | 70.00 | 175.00 | 145.00 | 55.00 | 45.00 | 175.00 | 145.00 |
| Seattle..... | | | | | | { 64.22 | 74.58 | 77.50 | 182.00 | 152.70 | 65.40 | 65.00 | 260.55 | 182.00 |
| | | | | | | { 73.00 | 84.50 | 90.00 | 194.00 | 175.00 | 75.00 | 71.00 | 290.00 | 202.20 |
| <i>Atlantic and Gulf coasting trade.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Bath..... | 30.00 | | | | | | | | | | | | | |
| Boston 1..... | | | | | | { 70.00 | | | 170.00 | 145.00 | 75.00 | | 240.00 | 170.00 |
| New Orleans..... | | | | | | { 45.00 | | | 120.00 | 90.00 | 50.00 | | 165.00 | 110.00 |
| New York..... | | | | | | { 50.00 | | | 161.00 | 140.00 | 75.00 | | 192.00 | 144.00 |
| Norfolk..... | 30.00 | 45.00 | | 75.00 | | { 44.75 | | | 153.30 | 108.50 | 54.00 | 51.50 | 210.00 | 155.00 |
| Philadelphia..... | 32.54 | 55.00 | | 73.33 | 55.00 | | | | | | | | | |
| Portland, Me..... | 35.00 | | | 75.00 | | | | | | | | | | |
| Rockland..... | 30.00 | 40.00 | | 90.00 | 45.00 | | | | | | | | | |
| From 500 to 1,500 tons: | 30.00 | | | 50.00 | | 40.00 | | | 150.00 | 100.00 | 50.00 | 55.00 | 200.00 | 150.00 |
| Baltimore..... | 45.00 | 50.00 | | 88.00 | 55.00 | | | | | | | | | |
| Bath..... | | | | | | { 55.00 to 65.00 | { 75.00 | 75.00 | { 150.00 to 170.00 | { 125.00 | 65.00 | { 55.00 to 45.00 | 205.00 to 225.00 | 150.00 to 165.00 |

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| | | | | | | | | | | | | | | | |
|--------------------------------|-------|-------|-------|--------|--------|-------|-------|-------|-----------|-----------|-------|-------|-----------|-----------|--|
| Boston..... | 30.00 | | | 70.00 | 50.00 | | | | | | | | | | |
| New Orleans..... | | | | | | 62.00 | 83.00 | | 182.00 | 145.00 | 55.00 | | 258.00 | 183.00 | |
| Newport News..... | 33.33 | 48.33 | | 90.00 | | | | | | | | | | | |
| New York..... | 30.00 | 45.00 | | 75.00 | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 | |
| Norfolk..... | 35.07 | 52.85 | | 77.54 | 51.25 | 64.17 | | | 175.83 | 150.83 | 67.00 | 56.66 | 251.67 | 175.83 | |
| Philadelphia..... | 35.00 | 50.00 | | 80.00 | 55.00 | | | | | | | | | | |
| Providence..... | 40.00 | | | 75.00 | 60.00 | 50.00 | 70.00 | 70.00 | 175.00 | 145.00 | 55.00 | 45.00 | 175.00 | 145.00 | |
| Rockland..... | 35.00 | | | 75.00 | 60.00 | 70.00 | | | 165.00 | 125.00 | 85.00 | 85.00 | 235.00 | 165.00 | |
| Over 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 63.60 | 73.00 | 79.00 | 183.00 | 159.00 | 66.00 | 57.00 | 267.00 | 180.00 | |
| Bath..... | 35.00 | | | 75.00 | 50.00 | | | | | | | | | | |
| Boston 1..... | 30.00 | | | 70.00 | 50.00 | 72.50 | 80.00 | 85.00 | 180.-195. | 160.-170. | 75.00 | 65.00 | 260.-285. | 185.-195. | |
| Galveston..... | | | | | | 55.00 | 65.00 | 70.00 | 160.-170. | 140.-150. | 55.00 | 40.00 | 230.-250. | 160.-170. | |
| New Orleans..... | | | | | | 65.00 | 73.75 | 78.00 | 183.00 | 149.00 | 57.00 | 63.00 | 183.00 | 149.00 | |
| Newport News..... | | | | | | 56.00 | 69.00 | 76.00 | 172.00 | 148.00 | 60.00 | 50.00 | 155.00 | 169.00 | |
| New York..... | 35.00 | 40.00 | | 70.00 | 50.00 | 60.90 | 77.50 | 85.00 | 179.70 | 165.25 | 64.25 | 55.50 | 176.50 | 152.50 | |
| Norfolk..... | 36.68 | 53.33 | | 83.28 | 68.00 | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 | |
| Philadelphia..... | | | | | | 56.10 | 65.12 | 77.50 | 165.80 | 142.72 | 59.75 | 51.22 | 255.79 | 166.14 | |
| Portland, Me..... | | | | | | 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 | |
| Providence..... | | | | | | 40.00 | 65.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 | |
| Seattle..... | | | | | | 50.00 | 70.00 | 70.00 | 175.00 | 145.00 | 55.00 | 45.00 | 175.00 | 145.00 | |
| | | | | | | 73.00 | 84.50 | 90.00 | 202.00 | 179.00 | 75.00 | 71.00 | 312.70 | 206.30 | |
| <i>To Asia and Australia.</i> | | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | | |
| San Francisco..... | 45.00 | 60.00 | | 70.00 | 50.00 | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | | |
| New York..... | | | | | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 | |
| San Francisco..... | 42.50 | | | 102.50 | 85.00 | | | | | | | | | | |
| Seattle..... | 73.00 | | | 129.00 | 100.00 | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 63.60 | 73.00 | 79.00 | 183.00 | 159.00 | 66.00 | 57.00 | 267.00 | 180.00 | |
| Galveston..... | | | | | | 65.00 | 73.75 | 78.00 | 183.00 | 149.00 | 57.00 | 63.00 | 183.00 | 149.00 | |
| New Orleans..... | | | | | | 58.00 | 71.00 | 67.00 | 178.00 | 154.00 | 61.00 | 63.00 | 281.00 | 178.00 | |
| New York..... | | | | | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 | |
| Philadelphia..... | | | | | | 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 | |
| Portland, Me..... | | | | | | 40.00 | 65.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 | |
| San Francisco..... | 51.25 | | 80.00 | 122.50 | 92.50 | 65.40 | 74.25 | 78.46 | 187.58 | 163.34 | 67.61 | 65.00 | 282.97 | 187.54 | |
| Seattle..... | | | | | | 73.00 | 84.50 | 90.00 | 206.00 | 179.00 | 75.00 | 71.00 | 312.70 | 206.30 | |
| <i>Pacific coasting trade.</i> | | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | | |
| San Francisco..... | | | | | | 90.00 | | | 150.00 | 125.00 | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | | |
| San Francisco..... | | | | | | 64.86 | 82.50 | 72.50 | 146.66 | 128.00 | 62.97 | | 200.55 | 148.33 | |
| Seattle..... | 73.00 | | | 129.00 | 100.00 | | | | | | | | | | |

¹ Upper row of figures shows wages paid for period July, 1921, to Feb. 5, 1922; lower row of figures shows wages paid for period Feb. 6, 1922, to June 30, 1922, at Boston, Mass.

TABLE 1.—AVERAGE MONTHLY WAGES PAID IN THE AMERICAN MERCHANT MARINE FOR FISCAL YEAR ENDED JUNE 30, 1922—Continued.

| Destination, size, and port of departure of vessels. | Sail. | | | | | Steam. | | | | | | | | |
|--|--------------|--------------|-------------|--------------|---------------|-------------------------|-------------------------|-------------------------|-------------------------------------|----------------------------------|-------------------------|-------------------------|----------------------------------|----------------------------------|
| | Able seamen. | Boat-swains. | Carpenters. | First mates. | Second mates. | Able seamen. | Boat-swains. | Carpenters. | First mates. | Second mates. | Fire-men. | Trim-mers. | First engineers. | Second engineers. |
| Pacific coasting trade—Continued. | | | | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | \$63.60 | \$73.00 | \$79.00 | \$183.00 | \$159.00 | \$66.00 | \$57.00 | \$267.00 | \$180.00 |
| Portland, Me..... | | | | | | 40.00 | 65.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 |
| San Francisco..... | \$50.00 | | \$65.00 | \$100.00 | \$75.00 | 65.72 | 75.06 | 77.84 | 180.78 | 157.00 | 66.35 | ..... | 265.34 | 180.78 |
| Seattle..... | | | | | | 73.00 | 84.50 | 90.00 | 206.00 | 179.00 | 75.00 | 71.00 | 312.70 | 206.30 |
| To Africa. | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| New York..... | 35.00 | | | 65.00 | ..... | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 63.60 | 73.00 | 79.00 | 183.00 | 159.00 | 66.00 | 57.00 | 267.00 | 180.00 |
| New Orleans..... | | | | | | 72.00 | 80.00 | ..... | 185.00 | 160.00 | 75.00 | ..... | 260.00 | 185.00 |
| New York..... | | | | | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Philadelphia..... | | | | | | 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 |
| San Francisco..... | 60.00 | \$80.00 | 75.00 | 110.00 | 80.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Atlantic to Pacific and vice versa. | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| New York..... | | | | | | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Philadelphia..... | 35.00 | 50.00 | 60.00 | 100.00 | 70.00 | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 63.60 | 73.00 | 79.00 | 183.00 | 159.00 | 66.00 | 57.00 | 267.00 | 180.00 |
| Bath..... | | | | | | 50.00 to 55.00 | 65.00 | 70.00 | 150.00 | 125.00 | 50.00 | 40.00 | 150.00 to 185.00 | 125.00 to 145.00 |
| Boston ¹ | | | | | | 72.50 55.00 40.00 | 80.00 65.00 45.00 | 85.00 70.00 55.00 | 180.-195. 160.-170. 140.-150. | 160.-170. 140.-150. 130.00 | 75.00 55.00 42.50 | 65.00 40.00 35.00 | 260.-285. 230.-250. 150.00 | 185.-195. 160.-170. 130.00 |
| Galveston..... | | 45.00 | 50.00 | 140.00 | 80.00 | 40.00 | 45.00 | 50.00 | 150.00 | 130.00 | 46.00 | 35.00 | 209.00 | 169.00 |
| New Orleans..... | 35.00 | | | | | 45.00 | 58.00 | 55.00 | 168.00 | 144.00 | 46.00 | 35.00 | 269.00 | 169.00 |
| Newport News..... | 50.00 | | | 125.00 | 100.00 | 72.50 | 80.00 | 85.00 | 190.00 | 165.00 | 75.00 | 65.00 | 190.00 | 165.00 |
| New York..... | 50.00 | 55.00 | 70.00 | 125.00 | 100.00 | 50.00 | 65.00 | 70.00 | 165.00 | 145.00 | 55.00 | 45.00 | 260.00 | 165.00 |
| Norfolk..... | | | | | | 45.50 | 40.00 | ..... | 170.00 | 147.50 | 40.00 | 27.50 | 247.50 | 150.-170. |
| Philadelphia..... | | | | | | 55.00 | 65.00 | 70.00 | 175.00 | 155.00 | 60.00 | 50.00 | 260.00 | 175.00 |
| Portland, Me..... | | | | | | 40.00 | 65.00 | 65.00 | 155.00 | 130.00 | 50.00 | 40.00 | 155.00 | 130.00 |
| San Francisco..... | | | | | | 62.20 | 73.55 | 71.87 | 188.36 | 161.78 | 65.31 | 47.50 | 281.84 | 186.98 |
| Seattle..... | | | | | | 73.00 | 84.50 | 90.00 | 206.00 | 179.00 | 75.00 | 71.00 | 312.70 | 206.30 |

¹ Upper row of figures shows wages paid for period July, 1921, to Feb. 5, 1922; lower row of figures shows wages paid for period Feb. 6, 1922, to June 30, 1922, at Boston, Mass.

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1922.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To Great Britain.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | \$90.00 | | | | | | | \$83.00 | |
| Newport News..... | | | | | | | | | | | | | 83.00 | |
| Norfolk..... | | | | | | | | | | | | | 83.00 | |
| Philadelphia..... | \$20.00 | \$20.00 | | | | | | | | | | | | |
| Portland, Me..... | | | | | | | | | | | | \$85.00 | | |
| Rockland..... | | 25.00 | \$25.00 | \$30.00 | \$75.00 | 60.00 | \$30.00 | | | | | 85.00 | | \$40.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 90.00 | | | | | | | 83.00 | |
| Boston..... | | | | 25.00 | | 100.00 | | | | | | | 83.00 | |
| Newport News..... | | | | | | 87.00 | | | | | | | | |
| New Orleans..... | | | | | | | | | | | | 85.00 | | |
| New York..... | 18.00 | 20.00 | | 25.00 | 85.00 | | 45.00 | | | | \$35.00 | 85.00 | | 50.00 |
| Norfolk..... | | | | | | | | | | | | | 83.00 | |
| Philadelphia..... | | | | | 96.61 | 100.00 | | | | | | 85.00 | 85.00 | |
| Portland, Me..... | | | | | | | | | | | | 85.00 | | |
| Rockland..... | | 30.00 | 30.00 | 30.00 | 90.00 | 75.00 | 35.00 | | | | | | | 70.00 |
| San Francisco..... | 15.00 | 20.00 | | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 85.00 | 90.00 | | | | | | 85.00 | 83.00 | 63.60 |
| Bath..... | | | | | | | | | | | | 85.00 | | |
| Boston..... | | | | | | | | | | | | 85.00 | 85.00 | 72.50 |
| Galveston..... | | | | | | | | | | | | 85.00 | 85.00 | 65.00 |
| Newport News..... | | | | | | | | | | | | 85.00 | 83.00 | 65.00 |
| New Orleans..... | | | | | | | | | | | | 85.00 | 82.70 | 64.00 |
| New York..... | 18.00 | | | | 85.00 | | 45.00 | \$22.50 | \$25.00 | \$25.00 | 27.50 | 85.00 | | 50.00 |
| Norfolk..... | | | | | 100.00 | | | | | | 30.00 | 85.00 | 83.00 | 72.50 |
| Philadelphia..... | | | | | 100.00 | 100.00 | | 20.00 | | 30.00 | | 85.00 | 85.00 | 55.00 |
| Portland, Me..... | | | | | 100.00 | | | | | | | 85.00 | 85.00 | 40.00 |
| San Francisco..... | 16.35 | | | 25.00 | 90.00 | 90.00 | | | | | 25.00 | 90.00 | 86.50 | 69.64 |
| Seattle..... | 15.00 | 20.00 | | 25.00 | 90.00 | | | | | | 30.00 | 90.00 | 90.00 | 73.00 |
| <i>To Continent of Europe.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 90.00 | | | | | | | 83.00 | |
| Galveston..... | | | | | | | 30.00 | | | | | | | |
| New Orleans..... | | | | | 100.00 | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|-------------------------|-------|-------|-------|--------------------------|--------|---------------------------|--------|--------------------------|-------|---------|--|---------|-------|-------|-------|--|-------|-------|-------|
| Mobile | 14.80 | | | | | | | | | | | | | | | | | | |
| New Bedford | | 18.00 | | | | 90.00 | | | | | | | | | | | | | |
| Newport News | | | | | | | | | | | | | | | | | | 83.00 | |
| New Orleans | | | | | | | | | | | | | | | | | | | |
| New York | 16.27 | 20.00 | 22.00 | 25.00 | | | 50.00 | | | 30.00 | | \$30.00 | | | | | | | |
| Norfolk | | 18.00 | 25.00 | | | | | | | | | | | | | | | 83.00 | |
| Philadelphia | 16.00 | 25.00 | | | | 88.00 | | | | 25.00 | | | | | | | | | |
| Providence | | | | 25.00 | | | | | | | | | | | | | | | |
| Rockland | | | | | | | 60.00 | 30.00 | | | | | | | | | | | |
| San Francisco | 18.75 | 22.50 | | | | | | | | | | | | | | | | | |
| Seattle | | 25.00 | | | | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | | | | | | |
| Baltimore | 16.00 | 22.50 | | | | | 90.00 | | | | | | | | | | | 83.00 | |
| Bath | | | | 25.00 | | | | { 30.00 to 35.00 } | | | | | | | | | | | |
| Boston | 18.00 | 20.00 | 20.00 | { 20.00 to 25.00 } | | { 75.00 to 100.00 } | | | | | | | | | | | | | |
| Galveston | | | | | | 100.00 | | | | | | | | | | | | | |
| New Bedford | | | | | | 100.00 | | | | | | | | | | | | 83.00 | |
| Newport News | | | | | | | 100.00 | | | | | | | | | | | | |
| New Orleans | 25.00 | | | | | | | | 30.00 | 30.00 | | | | | | | 84.10 | | |
| New York | 15.77 | 20.00 | | 25.00 | 85.00 | 85.00 | | 30.00 | | | | | 25.00 | | | | 85.00 | 50.00 | |
| Norfolk | 18.00 | | | 25.00 | | | | | | | | | | | | | 83.00 | 50.00 | |
| Philadelphia | 19.43 | 23.25 | 20.00 | 24.58 | 96.61 | 75.00 | | | | | | | | | | | 85.00 | 85.00 | |
| Portland, Me. | 16.27 | 20.00 | 20.00 | | | | | | | | | | | | | | | | |
| Providence | | | | 30.00 | | | | | | | | | | | | | | | |
| Rockland | | | | | | | 75.00 | 35.00 | | | | | | | | | | | |
| San Francisco | 20.00 | 22.50 | | | | | 90.00 | 65.00 | 30.00 | 30.00 | | | | | | | 88.50 | 90.00 | 75.00 |
| Seattle | 18.00 | 20.00 | 24.67 | 27.50 | 90.00 | 90.00 | | 73.00 | | | | | 45.00 | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | | | | | | |
| Baltimore | | 22.50 | | 25.00 | 85.00 | 90.00 | | | | | | | 30.00 | 85.00 | 83.00 | | 63.60 | | |
| Bath | | | | | 100.00 | 100.00 | | | | | | | | | | | | | |
| Boston | | | | { 20.00 to 25.00 } | 100.00 | | | | | | | | | | | | 85.00 | | 72.50 |
| Newport News | | | | | | 100.00 | | | | | | | | | | | 85.00 | 83.00 | 72.50 |
| New Orleans | | | | | | | | | | | | | | | | | 85.00 | 82.72 | 63.00 |
| New York | 15.00 | 20.00 | | 25.00 | 85.00 | 85.00 | 30.00 | 25.00 | 25.00 | \$25.00 | | 30.00 | 85.00 | 85.00 | 85.00 | | 85.00 | 50.00 | |
| Norfolk | | | | 30.00 | | | 50.00 | | | | | 30.00 | 85.00 | 85.00 | 83.00 | | 83.00 | 63.00 | |
| Pascagoula | | | | 20.00 | | | | | | | | | | | | | | | |
| Philadelphia | 20.00 | | | | 100.00 | 100.00 | | | | | | | | | | | 85.00 | 85.00 | 55.00 |
| Portland, Me. | | | | 25.00 | | | | 30.00 | | | | | | | | | 85.00 | 85.00 | 40.00 |
| Providence | | | | | | | | | | | | | | | | | 85.00 | | 50.00 |
| Rockland | | | | | | | | | | | | | | | | | | 87.08 | |
| San Francisco | | | | | | | | | | | | | | | | | 87.90 | | 65.20 |
| Seattle | | | | | 90.00 | 90.00 | | | | | | | | | | | 90.00 | 90.00 | 73.00 |

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1922—Continued.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|---------|------------------------|----------|-------------------------|------------------------|---------|---------|---------|---------|---------|---------|-------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To West Indies, Mexico, and Central America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | \$16.00 | \$20.00 | \$25.00 | | | \$90.00 | | \$20.00 | | | | | \$83.00 | |
| Bath..... | | | | | | | \$30.00 to 35.00 | | | | | | | |
| Boston..... | 20.00 | 25.00 | 25.00 | \$25.00 to 30.00 | | | | | \$25.00 | | | | | |
| Galveston..... | | | | | \$100.00 | 100.00 | | | | | | | | |
| New Bedford..... | | | 22.00 | 25.00 | 90.00 | | | 30.00 | | \$25.00 | | | | |
| Newport News..... | | 25.00 | 20.00 | 25.00 | 85.00 | 104.00 | 30.00 | | 30.00 | | | \$97.00 | 83.00 | |
| New Orleans..... | | 25.00 | 23.00 | 30.00 | 85.00 | 85.00 | 30.00 | | | | \$30.00 | | 85.00 | |
| New York..... | 16.76 | 25.00 | | | | | 30.00 | | 25.00 | | 30.00 | | 83.00 | 72.50 |
| Norfolk..... | 17.33 | 21.75 | | | | | | | | | | | | |
| Pascagoula..... | 18.00 | 24.08 | 24.87 | 25.00 | | | | | | | | | | |
| Philadelphia..... | 19.62 | 23.95 | 24.16 | 27.50 | 88.00 | 100.00 | | | 30.00 | 25.00 | | | | |
| Portland, Me..... | 16.76 | 25.00 | | | | | | | | | | | | |
| Providence..... | 18.00 | | | | | | | | | | | | | |
| Rockland..... | 20.00 | 25.00 | 25.00 | 30.00 | 75.00 | 60.00 | 30.00 | | | | | | | |
| San Francisco..... | 18.89 | 30.95 | 40.00 | | | | | | | | 30.00 | 90.00 | 101.25 | 77.50 |
| Seattle..... | | 30.00 | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 16.00 | 25.00 | 25.00 | | | 90.00 | 45.00 | 16.00 | | | | | 83.00 | |
| Bath..... | | | | | | | | | | | | | 72.50 | |
| Boston..... | 20.00 | 25.00 | 25.00 | \$25.00 to 30.00 | | \$50.00 to 100.00 | 30.00 | 30.00 | 25.00 | | | | | |
| New Bedford..... | | | | | | | | | | | | | | |
| Newport News..... | | | | | 100.00 | 84.00 | 30.00 | | | | | | 83.00 | |
| New Orleans..... | 25.00 | | | | 85.00 | 95.83 | | 35.00 | 30.00 | 30.00 | | 85.00 | 89.69 | |
| New York..... | 17.77 | 25.00 | 25.00 | 30.00 | 85.00 | 85.00 | 30.00 | | 22.50 | 30.00 | 30.00 | 85.00 | 83.00 | 50.00 |
| Norfolk..... | 17.00 | 25.00 | 25.00 | 30.00 | | | 35.00 | | | | 30.00 | | 83.00 | |
| Pascagoula..... | 18.00 | 25.00 | | 25.00 | | | | | | | | | | |
| Philadelphia..... | 17.88 | 24.95 | 23.21 | 27.21 | 96.61 | 89.00 | 35.00 | 25.00 | | | 33.33 | 85.00 | 85.00 | |
| Portland, Me..... | 16.56 | 25.00 | 25.00 | | | | | | | | | | | |
| Providence..... | 25.00 | | | 30.00 | | 85.00 | | | | | | | | |
| Rockland..... | | 30.00 | 30.00 | 30.00 | 90.00 | 75.00 | 35.00 | | | | | | | |
| San Francisco..... | 19.67 | 35.00 | | 40.00 | | | | | | 45.79 | 49.75 | 88.50 | 88.41 | 70.00 |
| Seattle..... | 22.50 | 30.00 | 40.00 | 40.00 | | | | | | 45.00 | 50.00 | | 90.00 | |

| | | | | | | | | | | | | | | | |
|-----------------------------------|-------|-------|-------|--------------------------|--------------------------|---------------------------------|-------|-------|-------|--------------------------|-------|-------|--------|--------------------------|-------|
| Over 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore | | 25.00 | | 25.00 | 85.00 | 90.00 | | | | | | 30.00 | 85.00 | 83.00 | 63.60 |
| Bath | | | | | 100.00 | 100.00 | | | | | | | | | |
| Boston | | 25.00 | 30.00 | { 25.00 to 30.00 } | 100.00 | | 30.00 | | 25.00 | 25.00 | 30.00 | 85.00 | | | 72.50 |
| Galveston | | | | | | | | | | | | | 85.00 | 85.00 | 53.00 |
| Newport News | | | | | | | | | | | | | 85.00 | 83.00 | 59.21 |
| New Orleans | | | | | 87.00 | 100.00 | | | 30.00 | 35.00 | 30.00 | 85.00 | 83.74 | | 56.00 |
| New York | | | | 30.00 | 85.00 | 85.00 | 30.00 | 25.00 | 25.00 | 30.00 | 30.00 | 85.00 | 85.00 | | 50.00 |
| Norfolk | | | | 30.00 | 85.00 | | 75.00 | | | | 30.00 | 85.00 | 83.00 | | 59.85 |
| Philadelphia | | 30.00 | 25.00 | 25.00 | 100.00 | 100.00 | | 25.00 | 25.00 | 25.14 | 32.55 | 85.00 | 85.00 | | 55.00 |
| Portland, Me. | | | | 25.00 | | 60.00 | | | | | | 85.00 | 85.00 | | 40.00 |
| Providence | | | | | | | | | | | | 85.00 | | | 50.00 |
| San Francisco | 20.00 | 30.00 | | 50.00 | | 90.00 | | | | 33.54 | 31.49 | 90.00 | 86.50 | | 64.22 |
| Seattle | | | | | 90.00 | | | | | 35.00 | | 90.00 | 90.00 | | 73.00 |
| Atlantic and Gulf coasting trade. | | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | | |
| Baltimore | 18.00 | 25.00 | 25.00 | | { 65.00 to 85.00 } | 90.00 50.00 to 65.00 } | 30.00 | | 25.00 | | | | | 83.00 | |
| Bath | | 25.00 | 25.00 | 25.00 | | | | | | | | 30.00 | | | |
| Boston | 20.00 | 25.00 | | { 25.00 to 30.00 } | | 50.00 | | | 25.00 | | | | | | 70.00 |
| Gloucester | | | 30.00 | 30.00 | | | | | | | | 35.00 | | | |
| New Bedford | 20.00 | 25.00 | 25.00 | | 90.00 | 75.00 | | 30.00 | | 27.00 | | 85.00 | 85.00 | | |
| New Orleans | | 25.00 | 20.00 | 25.00 | 85.00 | | | | 30.00 | | | 85.00 | | | 50.00 |
| New York | 17.59 | 25.00 | 25.00 | 30.00 | 85.00 | 85.00 | 30.00 | | | | 30.00 | | 85.00 | | |
| Norfolk | 18.00 | 25.00 | 25.00 | | | | | | 25.00 | 28.75 | | | 83.00 | | 44.75 |
| Pascagoula | 15.25 | 18.37 | 25.00 | 25.00 | | | | | | | | | | | |
| Philadelphia | 20.90 | 26.41 | 25.28 | 28.82 | 88.00 | 100.00 | 35.00 | | 25.00 | 28.86 | 30.83 | | | | |
| Portland, Me. | 20.97 | 25.00 | 25.00 | | 100.00 | | 30.00 | | 25.00 | 30.00 | 30.00 | | | | |
| Providence | 20.00 | 25.00 | 25.00 | 30.00 | | | | | | | | | | | |
| Rockland | 20.00 | 25.00 | 25.00 | 30.00 | 75.00 | 60.00 | 30.00 | 25.00 | | 30.00 | 30.00 | 85.00 | 85.00 | | 40.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore | 18.00 | 25.00 | 25.00 | | | 90.00 | 45.00 | | 25.00 | | | | | 83.00 | |
| Bath | 22.00 | 30.00 | 30.00 | 30.00 | 100.00 | 50.00 | | | 25.00 | 30.00 | | 85.00 | 72.50 | { 55.00 to 65.00 } | |
| Boston | 20.00 | 30.00 | | { 25.00 to 30.00 } | | { 50.00 to 100.00 } | 30.00 | | 25.00 | { 25.00 to 30.00 } | | | | | |
| New Bedford | 23.00 | 25.00 | | 30.00 | | | | | | | | | | | |
| Newport News | | | | | 100.00 | 51.00 | 33.33 | | | | | | | | |
| New Orleans | 25.00 | 25.00 | 20.00 | | 85.00 | 45.00 | | 39.00 | 30.00 | 30.00 | 30.00 | 84.75 | 100.00 | | 62.00 |
| New York | 17.59 | 25.00 | 27.50 | 30.00 | 85.00 | 85.00 | 30.00 | | 25.00 | | 30.00 | 85.00 | 85.00 | | 50.00 |
| Norfolk | 20.00 | 29.00 | 30.00 | 30.00 | | | 35.07 | | 25.00 | 25.00 | 30.00 | | 83.00 | | 64.17 |
| Pascagoula | 18.00 | 25.00 | 25.00 | 30.00 | | | | | | | | | | | |

| | | | | | | | | | | | | | | | |
|--------------------------------|-------|-------|-------|-------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|
| New Orleans..... | | | | | | 85.00 | | | | | | | 85.00 | 77.50 | 58.00 |
| New York..... | 16.00 | 18.00 | 18.00 | | | 85.00 | | | | | | | 85.00 | | 50.00 |
| Norfolk..... | | | | | | 100.00 | | | | | | | 85.00 | 83.00 | 55.00 |
| Philadelphia..... | 16.25 | 18.00 | | 20.00 | | | | | | | | | 85.00 | 85.00 | 40.00 |
| San Francisco..... | 19.00 | 22.00 | | 27.50 | | 88.75 | 90.00 | 51.25 | 28.75 | 32.03 | | 38.43 | 88.33 | 87.61 | 65.40 |
| Seattle..... | | 20.00 | | | | 90.00 | 90.00 | | | | | 35.00 | 90.00 | 90.00 | 73.00 |
| <i>Pacific coasting trade.</i> | | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | | 90.00 | | | | | | | 83.00 | |
| Norfolk..... | | | | | | | | | | | | | | 83.00 | |
| San Francisco..... | 23.88 | 39.67 | 42.60 | 45.00 | | | 90.00 | | | 30.00 | 45.00 | 50.00 | 50.00 | 90.00 | 90.00 |
| Seattle..... | 30.00 | 40.00 | 42.50 | | | | | | | | 40.00 | 55.96 | 50.00 | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | | 90.00 | | | | | | | 83.00 | |
| Norfolk..... | | | | | | | | | | | | | | 83.00 | |
| San Francisco..... | 25.48 | 38.40 | 41.55 | 44.28 | 90.00 | 90.00 | | | 35.00 | 45.00 | 50.00 | 50.00 | 88.12 | 90.00 | 64.86 |
| Seattle..... | 30.50 | 40.00 | 48.25 | 45.00 | | 90.00 | 73.00 | | | 40.00 | 50.00 | 50.00 | 90.00 | | |
| Over 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | | 90.00 | | | | | | | 83.00 | 63.60 |
| Norfolk..... | | | | | | | 100.00 | | | | | | | 85.00 | 83.00 |
| Portland, Me..... | | | | | | | | | | | | | | | 40.00 |
| San Francisco..... | 25.00 | 35.87 | 45.00 | 50.00 | 90.00 | 90.00 | | 50.00 | 35.00 | 44.00 | 45.00 | 47.53 | 88.75 | 87.08 | 65.72 |
| Seattle..... | | 40.00 | 50.00 | | 90.00 | 90.00 | | | | 40.00 | 50.00 | 50.00 | 90.00 | 90.00 | 73.00 |
| <i>To Africa.</i> | | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | | 90.00 | | | | | | | 83.00 | |
| Boston..... | 18.00 | 20.00 | | | | | | | | | | | | | |
| New Bedford..... | 15.00 | 20.00 | 15.00 | 22.00 | 90.00 | 90.00 | | | | | 15.00 | | | | |
| New York..... | | 20.00 | | 25.00 | 85.00 | | | | | | | | | | |
| Norfolk..... | | | | | | | | | | | | | | 83.00 | |
| Philadelphia..... | | | | 25.00 | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | | 90.00 | | | | | | | 83.00 | |
| Boston..... | 18.00 | 20.00 | 20.00 | 20.00 | | | | | | | | | | | |
| Galveston..... | | | | | 100.00 | | | | | | | | | | |
| New Bedford..... | | | 15.00 | 25.00 | | | | | | | 15.00 | | | | |
| Newport News..... | | | | | 100.00 | | | | | | | | | | |
| New Orleans..... | | | | | | 100.00 | | | | | | | | 85.00 | |
| New York..... | 15.51 | 20.00 | 20.00 | 25.00 | 85.00 | 85.00 | 35.00 | | | | | | 85.00 | 85.00 | 50.00 |
| Norfolk..... | | | | 30.00 | | | | | | | | | | 83.00 | |
| Philadelphia..... | | | | | | | | | | | | | | 85.00 | 85.00 |
| Seattle..... | | | | | | 90.00 | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 85.00 | 90.00 | | | | | | | 85.00 | 83.00 | 63.60 |
| Newport News..... | | | | | | | | | | | | | | 83.00 | |
| New Orleans..... | | | | | | | | | | | | | 85.00 | 85.00 | 72.00 |
| New York..... | | 20.00 | | | 85.00 | 85.00 | | | | | | | 85.00 | 85.00 | 50.00 |

TABLE 2.—AVERAGE MONTHLY WAGES PAID TO ABLE SEAMEN ON AMERICAN VESSELS, 1895-1922—Continued.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|---------|---------|----------|---------|---------|--------|---------|---------|--------------------------|---------|---------|-------------------------------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To Africa—Continued.</i> | | | | | | | | | | | | | | |
| Over 1,500 tons—Continued. | | | | | | | | | | | | | | |
| Norfolk..... | | | | | \$100.00 | | | | | | \$30.00 | \$85.00 | \$83.00 | |
| Philadelphia..... | | | | | | | | | | | 30.00 | 85.00 | 85.00 | \$55.00 |
| Portland, Me..... | | | | | 100.00 | | | | | | | | | |
| San Francisco..... | | \$20.00 | \$20.00 | | 90.00 | | \$60.00 | | | | | | | |
| Seattle..... | | 20.00 | 25.00 | | 90.00 | | | | | | | 90.00 | | |
| <i>Atlantic to Pacific ports, and vice versa.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | \$90.00 | | | | | | | 83.00 | |
| Norfolk..... | | | | | | | | | | | | | 83.00 | |
| Seattle..... | | | | | | | | | | | 30.00 | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | \$16.00 | 18.00 | | | | 90.00 | | | | | | | 83.00 | |
| Boston..... | | | | | | 50.00 | | | | | | | | |
| New Orleans..... | | | | | | | | | | | | 90.00 | | |
| New York..... | 16.00 | 18.00 | 18.00 | | | | | | \$27.50 | | | 85.00 | | 50.00 |
| Norfolk..... | | | | | | | | | | | | | 83.00 | |
| Philadelphia..... | 15.40 | | | | | | 35.00 | | | | | 85.00 | 85.00 | |
| San Francisco..... | | | | | | | | | | | 46.66 | 90.00 | 90.00 | |
| Seattle..... | 15.00 | 20.00 | 25.00 | | 90.00 | | | | | | 45.00 | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 18.00 | | \$25.00 | 85.00 | 90.00 | | | | | | 30.00 | 85.00 | 83.00 |
| Bath..... | | | | | | | | | | | | | | 63.60 50.00 to 55.00 |
| Boston..... | | | | | | 85.00 | | | | | { 30.00 to 35.00 } | 85.00 | | 72.50 |
| Galveston..... | | | | | | | | | | | | 85.00 | | 40.00 |
| Newport News..... | | | | | | | 50.00 | | | | | 85.00 | | 72.50 |
| New Orleans..... | | | | | | | 35.00 | | | | | 85.00 | 85.00 | 45.00 |
| New York..... | 16.00 | 18.00 | 18.00 | | | | 50.00 | | | \$25.00 | 30.00 | 85.00 | | 50.00 |
| Norfolk..... | | | | | 100.00 | | | | | | | 85.00 | 83.00 | 45.50 |
| Philadelphia..... | 16.00 | 18.00 | 18.00 | 20.00 | | | | | 25.00 | | 36.35 | 85.00 | 70.00 | 55.00 |
| Portland, Me..... | | | | | | | | | | | | | 85.00 | 40.00 |
| San Francisco..... | 16.24 | 20.83 | 20.00 | 50.00 | | | | | | | 20.10 | 32.38 | 88.05 | 62.20 |
| Seattle..... | | 20.00 | 25.00 | | 90.00 | | | | | | 25.00 | 42.50 | 90.00 | 73.00 |

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1922.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|---------|---------|----------|----------|---------|----------|----------|--------|----------|------------------------|------------------------|------------------------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To Great Britain.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | \$120.00 | | | | | | | \$216.25 | |
| Philadelphia..... | \$40.00 | \$40.00 | | | | | | | | | | | | |
| Rockland..... | | 40.00 | \$35.00 | \$35.00 | \$100.00 | 100.00 | \$50.00 | | | | | \$185.00 | | \$150.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | | | | | | | 216.25 | |
| Boston..... | 40.00 | 45.00 | | 50.00 | | 160.00 | | | | | | | 216.25 | |
| Newport News..... | | | | | | 150.00 | | | | | | | | |
| New Orleans..... | | | | | 150.00 | | | | | | | 216.25 | | |
| New York..... | 37.50 | 45.00 | | 45.00 | | 100.00 | | | | | \$120.00 | 216.25 | | 165.00 |
| Philadelphia..... | | | | | 155.00 | 162.00 | | | | | | 216.25 | 216.25 | |
| Rockland..... | | 50.00 | 45.00 | 45.00 | 150.00 | 150.00 | 75.00 | | | | | | | 165.00 |
| San Francisco..... | 50.00 | 57.50 | | | | | | | | | | | | |
| Seattle..... | | 55.00 | | | | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 228.75 | 120.00 | | | | | | 228.75 | 222.50 | 183.00 |
| Bath..... | | | | | | | | | | | | 228.75 | | |
| Boston..... | | | | | | | | | | | | 216.25 to 235.00 | 235.00 to 180.00 | 180.00 to 195.00 |
| Galveston..... | | | | | | | | | | | | 228.75 | 228.75 | 183.00 |
| Newport News..... | | | | | | | | | | | | 225.00 | 227.41 | 187.34 |
| New Orleans..... | | | | | | | | | | | | 226.25 | 226.31 | 184.00 |
| New York..... | 45.00 | | | | 165.00 | 100.00 | \$75.00 | \$120.00 | \$115.00 | 115.00 | 228.75 | 228.75 | | 165.00 |
| Norfolk..... | | | | | 200.00 | | | | | | 90.00 | 228.75 | 227.40 | 205.31 |
| Philadelphia..... | | | | | 172.50 | 175.00 | 70.00 | | 90.00 | | | 228.75 | 228.75 | 175.00 |
| Portland, Me..... | | | | | 175.00 | | | | | | | 216.25 | 216.25 | 155.00 |
| San Francisco..... | 50.83 | | | 70.00 | 185.00 | 185.00 | | | | | | 228.75 | 222.00 | 191.51 |
| Seattle..... | 50.00 | 57.50 | | 67.50 | | | | | | | 90.00 | 228.75 | 228.75 | 202.00 |
| <i>To Continent of Europe.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | | | | | | | 216.25 | |
| Galveston..... | | | | | | | 60.00 | | | | | | | |
| New Orleans..... | | 40.00 | | | 160.00 | | | | | | | | | |
| New York..... | 40.00 | 40.00 | | | | | | | | | | | | |

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1922—Continued.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|------|---------|----------|----------|----------|---------|------|------|---------|----------|----------|------------------------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To Continent of Europe—Continued.</i> | | | | | | | | | | | | | | |
| Under 500 tons—Continued. | | | | | | | | | | | | | | |
| Philadelphia..... | \$40.00 | \$40.00 | | | | | | | | | | | | |
| Rockland..... | | | | | \$100.00 | \$100.00 | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | | | | | \$80.00 | | \$216.25 | |
| Bath..... | | | | | 125.00 | | | | | | | | | |
| Boston..... | | | | \$50.00 | | | | | | | | | | |
| Galveston..... | | | | | 162.50 | | \$130.00 | | | | | | | |
| Newport News..... | | | | | 175.00 | 150.00 | 90.00 | | | | | | | |
| New Orleans..... | | | | | 120.00 | | | | | | | | | |
| New York..... | 40.00 | 50.00 | | 125.00 | 150.00 | 150.00 | 100.00 | | | | 115.00 | \$214.75 | 216.25 | \$165.00 |
| Norfolk..... | | | | 50.00 | | | | | | | | 216.25 | 216.25 | |
| Philadelphia..... | 42.50 | 35.00 | | 50.00 | 155.00 | 162.00 | | | | | | 216.25 | 216.25 | |
| Rockland..... | | | | | 150.00 | 150.00 | | | | | | | 216.25 | |
| San Francisco..... | | 55.00 | | | 167.50 | | | | | | | | | |
| Seattle..... | | | | | | | | | | | | | | 202.00 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 228.75 | 120.00 | | | | | | 228.75 | 222.50 | 183.00 |
| Bath..... | | | | | 150.00 | 150.00 | | | | | | 228.75 | 228.75 | |
| Boston..... | | | | | 150.00 | | | | | | 100.00 | | | 180.00 to 195.00 |
| Galveston..... | | | | | | | | | | | | 228.75 | 228.75 | 183.00 |
| Newport News..... | | | | | | | 100.00 | | | | | 224.00 | 226.11 | 187.34 |
| New Orleans..... | | | | | 125.00 | 125.00 | | | | | 115.00 | 219.38 | 227.40 | 184.00 |
| New York..... | | | | | | 165.00 | 106.00 | | | | 110.00 | 228.75 | 222.50 | 165.00 |
| Norfolk..... | | | | | | 172.50 | 175.00 | | | | 120.00 | 228.75 | 226.10 | 182.67 |
| Philadelphia..... | 50.00 | | | | 200.00 | | 100.00 | | | | 103.75 | 228.75 | 228.75 | 175.00 |
| Portland, Me..... | | | | | 172.50 | 175.00 | | \$70.00 | | | 100.00 | 216.25 | 216.25 | 155.00 |
| Providence..... | | | | | | | | | | | | 228.75 | 228.75 | |
| San Francisco..... | 55.00 | | | 70.00 | 225.00 | | | | | | 190.00 | 211.88 | 223.13 | 195.00 |
| Seattle..... | 50.00 | | | | | | | | | | | 228.75 | 228.75 | 202.00 |
| <i>To South America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 40.00 | 40.00 | | | | 120.00 | | | | | | | 216.25 | |
| Boston..... | | 35.00 | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | |
|-------------------------|-------|-------|---------|-------|--------------------------|----------------------------|--------|---------------------------|-------|----------|--------|----------------------------|--------|--------|----------------------------|--------|
| Galveston..... | | | | | | | | | | | | | | | | 183.00 |
| New Bedford..... | | | 35.00 | | | 150.00 | | | | | | | | | | |
| New Orleans..... | | | | | | | 125.00 | | | | | | | | | |
| New York..... | 37.50 | 40.00 | \$40.00 | 45.00 | | | | 75.00 | | \$75.00 | | | | | | |
| Norfolk..... | | 40.00 | 40.00 | | | | | | | | | | | | | |
| Philadelphia..... | 42.50 | 40.00 | | | | 125.00 | | | | | 65.00 | | | | | |
| Providence..... | | | | | 50.00 | | | | | | | | | | | |
| Rockland..... | | | | | | | 100.00 | 50.00 | | | | | | | | |
| San Francisco..... | 45.00 | 47.50 | | | | | | | | | | | | | | |
| Seattle..... | | 52.50 | | | | | | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | | | |
| Baltimore..... | 45.00 | 45.00 | | | 60.00 | | 120.00 | | | | | | | | 216.25 | |
| Bath..... | | | | | { 50.00 to 60.00 } | | | { 75.00 to 100.00 } | | | | | | | | |
| Boston..... | 40.00 | 40.00 | 50.00 | | | { 150.00 to 200.00 } | | | | | | | | | | |
| Galveston..... | | | | | | 180.00 | | | | | | | | | | |
| New Bedford..... | | | | | | 175.00 | | | | | | | | | | |
| Newport News..... | | | | | | 165.00 | 183.00 | | | | | | | | | |
| New Orleans..... | 40.00 | | | | | | | 75.00 | 75.00 | | | | | | | |
| New York..... | 41.09 | 45.00 | | 55.00 | 150.00 | 150.00 | | | | | 95.00 | 214.75 | | | | |
| Norfolk..... | 40.00 | | | 40.00 | | | | 93.75 | | | | 216.25 | 216.25 | | 165.00 | |
| Philadelphia..... | 41.66 | 46.00 | 50.00 | 48.00 | 155.00 | 175.00 | | 80.00 | | | | 216.25 | 216.25 | | 112.50 | |
| Portland, Me..... | 40.21 | 45.00 | 50.00 | | | | | | | | | | | | | |
| Providence..... | | | | 40.00 | | | | | | | | | | | | |
| Rockland..... | | | | | | 150.00 | | 75.00 | | | | | | | | |
| San Francisco..... | 45.50 | 51.25 | | | | 175.00 | | 120.00 | | | | | | | | |
| Seattle..... | 47.00 | 55.00 | 66.25 | 70.00 | 175.00 | 150.00 | | 129.00 | | | | 100.00 | 198.00 | 211.25 | 155.00 | |
| Over 1,500 tons: | | | | | | | | | | | | | | | | |
| Baltimore..... | | 45.00 | | 75.00 | 228.75 | 120.00 | | | | | | 100.00 | 228.75 | 222.50 | 183.00 | |
| Bath..... | | | | | 150.00 | 150.00 | | | | | | | | | | |
| Boston..... | | | | 60.00 | 150.00 | | | | | | | { 115.00 to 125.00 } | 235.00 | | { 180.00 to 195.00 } | |
| Galveston..... | | | | | 150.00 | | | | | | | | | | | |
| Newport News..... | | | | | | 222.00 | | | | | | | | | | |
| New Orleans..... | | | | | | | | | | | | | 220.00 | 230.67 | 228.75 | |
| New York..... | 45.00 | | | | | | | | | | | 115.00 | 219.00 | 226.30 | 180.00 | |
| Norfolk..... | | 50.00 | | 65.00 | 165.00 | 165.00 | 75.00 | 78.33 | 80.00 | \$100.00 | 100.00 | 228.75 | 228.75 | 228.75 | 165.00 | |
| Pascagoula..... | | | | 60.00 | 200.00 | | | | | | | | 228.75 | 230.60 | 188.75 | |
| Philadelphia..... | | | | 60.00 | | | | | | | | | | | | |
| Portland, Me..... | | | | 60.00 | 172.50 | 175.00 | | | | | | | 228.75 | 228.75 | 175.00 | |
| Providence..... | | | | 55.00 | | | 90.00 | | | | | | 216.25 | 216.25 | 155.00 | |
| San Francisco..... | | | 70.00 | | | | | | | | | | 228.75 | 228.75 | 175.00 | |
| Seattle..... | | 55.00 | | | 175.00 | | | | 96.67 | 100.00 | 100.00 | 105.20 | 208.88 | 214.88 | 180.00 | |
| | | | | | | | | | | | | | 228.75 | 216.25 | | |

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1922—Continued.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|---|---|----------|---|---------|---------|---------|---------|---------|----------|----------|---|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To West Indies, Mexico, and Central America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | \$40.00 | \$30.00 | \$50.00 | ..... | ..... | \$120.00 | ..... | \$50.00 | ..... | ..... | ..... | ..... | \$216.25 | ..... |
| Bath..... | ..... | ..... | ..... | ..... | ..... | ..... | \$70.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boston..... | 35.00 | 35.00 | $\left\{ \begin{array}{l} 35.00 \\ \text{to} \\ 40.00 \end{array} \right\}$ | \$40.00 | ..... | ..... | ..... | ..... | \$70.00 | ..... | ..... | ..... | ..... | ..... |
| Galveston..... | ..... | ..... | ..... | ..... | \$135.00 | ..... | ..... | ..... | ..... | ..... | ..... | \$216.25 | ..... | ..... |
| New Bedford..... | ..... | ..... | 45.00 | 50.00 | 150.00 | ..... | ..... | 50.00 | ..... | \$45.00 | ..... | ..... | ..... | ..... |
| New Orleans..... | ..... | 40.00 | 40.00 | 50.00 | 130.00 | 145.00 | ..... | ..... | 75.00 | ..... | ..... | 216.25 | 214.76 | \$217.00 |
| New York..... | 37.00 | 40.00 | 40.00 | 45.00 | 150.00 | 150.00 | 75.00 | ..... | ..... | ..... | \$85.00 | ..... | ..... | ..... |
| Norfolk..... | 37.50 | 36.75 | ..... | ..... | ..... | ..... | ..... | ..... | 53.33 | ..... | 75.00 | ..... | ..... | 185.00 |
| Pascagoula..... | ..... | 37.13 | 38.46 | 40.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia..... | 37.65 | 38.57 | 40.00 | 42.22 | 125.00 | 125.00 | ..... | ..... | 60.00 | 60.00 | ..... | ..... | ..... | ..... |
| Portland, Me..... | 39.09 | 37.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Providence..... | 35.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rockland..... | 35.00 | 40.00 | 35.00 | 35.00 | 100.00 | 100.00 | 50.00 | ..... | ..... | ..... | ..... | 185.00 | ..... | ..... |
| San Francisco..... | 42.78 | 48.93 | 70.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 100.00 | 216.25 | 180.16 | 155.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 42.00 | 45.00 | 50.00 | ..... | ..... | 120.00 | 88.00 | 55.00 | ..... | ..... | ..... | ..... | 216.25 | ..... |
| Boston..... | 40.00 | 40.00 | $\left\{ \begin{array}{l} 45.00 \\ \text{to} \\ 50.00 \end{array} \right\}$ | $\left\{ \begin{array}{l} 45.00 \\ \text{to} \\ 55.00 \end{array} \right\}$ | ..... | $\left\{ \begin{array}{l} 125.00 \\ \text{to} \\ 175.00 \end{array} \right\}$ | 70.00 | 75.00 | 70.00 | ..... | ..... | ..... | ..... | ..... |
| New Bedford..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Newport News..... | ..... | ..... | ..... | ..... | 160.00 | 149.00 | 72.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| New Orleans..... | 40.00 | ..... | ..... | ..... | 120.00 | 172.50 | ..... | 75.00 | 75.00 | 85.00 | ..... | 214.75 | 214.76 | ..... |
| New York..... | 41.82 | 50.00 | 45.00 | 55.00 | 150.00 | 150.00 | 75.00 | ..... | 60.00 | 90.00 | 90.00 | 216.25 | 216.25 | 165.00 |
| Norfolk..... | 40.00 | 45.00 | ..... | 40.00 | ..... | ..... | 75.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pascagoula..... | 37.50 | 40.00 | ..... | 40.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelphia..... | 40.15 | 42.33 | 48.00 | 48.75 | 155.00 | 160.00 | 75.00 | 57.50 | ..... | ..... | 83.33 | 216.25 | 216.25 | ..... |
| Portland, Me..... | 40.94 | 46.70 | 48.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Providence..... | 40.00 | ..... | ..... | 50.00 | ..... | 150.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Rockland..... | ..... | 50.00 | 45.00 | 45.00 | 150.00 | 150.00 | 75.00 | ..... | ..... | ..... | ..... | 215.00 | ..... | ..... |
| San Francisco..... | 46.94 | 53.33 | ..... | 70.00 | ..... | ..... | ..... | ..... | ..... | 100.00 | 100.00 | 209.37 | 210.68 | ..... |
| Seattle..... | 50.00 | 55.00 | 65.00 | 70.00 | ..... | ..... | ..... | ..... | ..... | ..... | 100.00 | ..... | ..... | 160.00 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | ..... | 45.00 | ..... | 75.00 | 228.75 | 120.00 | ..... | ..... | ..... | ..... | 100.00 | 228.75 | 222.50 | 183.00 |
| Bath..... | ..... | ..... | ..... | ..... | 150.00 | 150.00 | ..... | ..... | ..... | ..... | ..... | ..... | 228.75 | ..... |
| Boston..... | ..... | 45.00 | $\left\{ \begin{array}{l} 50.00 \\ \text{to} \\ 60.00 \end{array} \right\}$ | 60.00 | 150.00 | ..... | ..... | ..... | 70.00 | 90.00 | 100.00 | 235.00 | ..... | $\left\{ \begin{array}{l} 180.00 \\ \text{to} \\ 195.00 \end{array} \right\}$ |

| | | | | | | | | | | | | | | |
|--|-------|-------|-------|----------------------|--------|------------------------|--------|-------|-------|-------------------------------|--------|--------|--------|------------------------|
| Galveston..... | | | | | 135.00 | 221.36 | | | | | | 223.00 | 216.25 | 176.00 |
| Newport News..... | | | | | | 200.00 | | | | | | | | 174.35 |
| New Orleans..... | | | | | 150.00 | | | | 75.00 | 90.00 | 100.00 | 218.30 | 220.08 | 175.00 |
| New York..... | | | | 55.00 | 165.00 | | 75.00 | 80.00 | 75.00 | 100.00 | 100.00 | 228.75 | 228.75 | 165.00 |
| Norfolk..... | | | | 55.00 | 200.00 | | 150.00 | | | | 90.00 | 228.75 | 226.06 | 185.60 |
| Philadelphia..... | | | | | 172.50 | | | 75.00 | 70.00 | 89.90 | 100.34 | 228.75 | 228.75 | 175.00 |
| Portland, Me..... | | | | 55.00 | | 100.00 | | | | | | 216.25 | 216.25 | 155.00 |
| Providence..... | | | | | | | | | | | | 228.75 | 228.75 | 175.00 |
| San Francisco..... | 45.00 | 57.50 | | 75.00 | | 150.00 | | | | 100.00 | 113.11 | 216.25 | 210.19 | 182.00 |
| Seattle..... | | 55.00 | | | 175.00 | | | | | 100.00 | | 228.75 | 216.25 | 194.00 |
| <i>Atlantic and Gulf coasting trade.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 35.00 | 37.50 | 40.00 | | | 120.00 | | | | | | | 216.25 | |
| Bath..... | | 30.00 | 35.00 | 35.00 | | 100.00 to 125.00 | | | 30.00 | 40.00 | 75.00 | | | |
| Boston..... | 35.00 | 35.00 | | 40.00 | | 100.00 | | | 70.00 | | | | | 170.00 |
| Gloucester..... | | | 45.00 | 50.00 | | | | | | 65.00 | | | | |
| New Bedford..... | 30.00 | 30.00 | 45.00 | 50.00 | 150.00 | 125.00 | | 50.00 | | 45.00 | | 205.00 | 205.00 | |
| New Orleans..... | | 40.00 | | 50.00 | 125.00 | | | 75.00 | | | | 216.25 | | |
| New York..... | 34.59 | 35.00 | 40.00 | 45.00 | 150.00 | 150.00 | 75.00 | | | | 75.00 | | | 161.00 |
| Norfolk..... | 30.00 | 35.00 | | | | | 73.33 | | | 68.50 | | | | 153.30 |
| Pascagoula..... | 35.00 | 35.00 | 43.33 | | | | | | | 75.63 | | | | |
| Philadelphia..... | 37.40 | 37.30 | 40.22 | 41.25 | 125.00 | 125.00 | 75.00 | | 64.00 | | 77.50 | | | |
| Portland, Me..... | 32.80 | 35.00 | 40.00 | | 115.00 | | 90.00 | | 70.00 | 70.00 | 75.00 | | | |
| Providence..... | 30.00 | 30.00 | 40.00 | 40.00 | | | | | | | | | | |
| Rockland..... | 35.00 | 35.00 | 35.00 | 35.00 | 100.00 | 100.00 | 50.00 | 75.00 | | 75.00 | 75.00 | | 205.00 | 150.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 40.00 | 45.00 | 50.00 | | | 120.00 | 88.00 | | 70.00 | | | | 216.25 | |
| Bath..... | 40.00 | 40.00 | 50.00 | 60.00 | 150.00 | 100.00 | | | 60.00 | 50.00 | | 228.75 | 228.75 | 150.00 to 170.00 |
| Boston..... | 40.00 | 45.00 | | 45.00 to 55.00 | | 90.00 to 150.00 | 70.00 | | 70.00 | 65.00 to 80.00 55.00 | | | | |
| New Bedford..... | 40.00 | 35.00 | | | 160.00 | 125.00 | 90.00 | | | | | | | |
| Newport News..... | | | | | 175.00 | | | | | | | | | |
| New Orleans..... | 40.00 | 40.00 | | | 150.00 | 150.00 | 75.00 | 75.00 | 75.00 | 85.00 | 90.00 | 214.75 | 150.00 | 182.00 |
| New York..... | 37.62 | 45.00 | 45.00 | 50.00 | 150.00 | | 75.00 | | 65.00 | | 90.00 | 216.25 | 216.25 | 165.00 |
| Norfolk..... | 38.33 | 40.00 | 47.50 | 50.00 | | | 77.54 | | | | 80.00 | | | 175.83 |
| Pascagoula..... | 40.00 | 40.00 | 43.33 | | | | | | | | | | | |
| Philadelphia..... | 37.40 | 42.35 | 46.68 | 47.82 | 155.00 | 140.00 | 80.00 | 65.00 | 70.00 | | 85.00 | 216.25 | 216.25 | |
| Portland, Me..... | 40.42 | 50.00 | 50.00 | | 150.00 | | | | | | 90.00 | | | |
| Providence..... | 40.00 | 50.00 | 50.00 | 50.00 | 150.00 | 150.00 | 75.00 | 75.00 | 70.00 | | 100.00 | 216.25 | | 175.00 |
| Rockland..... | 35.00 | 50.00 | 45.00 | 45.00 | 150.00 | 150.00 | 75.00 | 75.00 | | | | | 222.50 | 165.00 |
| Seattle..... | | | | | 175.00 | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 45.00 | 60.00 | 75.00 | 228.75 | 129.00 | | | 70.00 | 85.00 | 100.00 | 228.75 | 222.50 | 183.00 |
| Bath..... | | 45.00 | | | 150.00 | 135.00 | 75.00 | | | | 85.00 | | | |

TABLE 3.—YANKEE DOCKING DATES, ETC., OF U.S. NAVY VESSELS ON YANKEE DOCKING, 1895.—(Continued.)

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1922—Continued.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|---------|---------|----------|----------|---------|---------|---------|-----------------------------|-----------------------------|----------|----------|--|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>Atlantic and Gulf coasting trade—Continued.</i> | | | | | | | | | | | | | | |
| Over 1,500 tons—Continued. | | | | | | | | | | | | | | |
| Boston..... | | \$45.00 | | \$60.00 | \$150.00 | | \$70.00 | | \$70.00 | { \$75.00 to 100.00 } | { \$90.00 to 100.00 } | \$235.00 | | { \$180.00 to 195.00 183.00 } |
| Galveston..... | | | | | | | | | | | | 222.50 | | |
| New Bedford..... | | 40.00 | | | | | | | | | | | \$222.00 | |
| Newport News..... | | | | | | | | | | | | 219.00 | | 179.70 |
| New Orleans..... | | | | | | | | | 75.00 | 90.00 | 90.00 | 218.30 | 222.35 | 172.00 |
| New York..... | | 45.00 | | | | \$165.00 | 70.00 | \$80.00 | 75.00 | 95.00 | 100.00 | 228.75 | 228.75 | 165.00 |
| Norfolk..... | | 50.00 | \$50.00 | 60.00 | 200.00 | | 83.28 | | | | | 228.75 | 222.60 | 165.80 |
| Philadelphia..... | \$40.00 | 60.00 | 53.50 | 68.21 | 172.50 | 150.00 | | | | 88.63 | 89.20 | 228.75 | 228.75 | 175.00 |
| Portland, Me..... | 50.00 | 57.00 | 60.00 | 60.00 | 175.00 | 100.00 | | 75.00 | | 90.00 | 100.00 | 216.25 | 216.25 | 155.00 |
| Providence..... | | | 60.00 | 60.00 | 150.00 | | | | | 75.00 | 100.00 | 228.75 | 228.00 | 175.00 |
| Seattle..... | | | | | | | | | | | | 228.75 | 228.75 | 202.00 |
| <i>To Asia and Australia.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | | | | | | | 216.25 | |
| San Francisco..... | 44.64 | 51.25 | 60.00 | | 157.50 | 162.00 | 70.00 | | 90.00 | | | | 175.00 | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | | | | | | | 216.25 | |
| New York..... | 45.00 | 45.00 | | | | | | | | | | 216.25 | | 165.00 |
| Philadelphia..... | | | | | | | | | | | | 216.25 | 216.25 | |
| San Francisco..... | 47.02 | 50.10 | 61.00 | 73.75 | 169.11 | 173.50 | 102.50 | | 75.00 | | 100.00 | 222.50 | 228.75 | |
| Seattle..... | 50.00 | 55.00 | 71.00 | 75.00 | 175.00 | 150.00 | 129.00 | | | | | 216.25 | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 228.75 | 120.00 | | | | | | 228.75 | 222.50 | 183.00 |
| Galveston..... | | | | | | | | | | | | 228.75 | | 183.00 |
| Newport News..... | | | | | | | | | | | | | 228.75 | |
| New Orleans..... | | | | | | | | | | | | 222.50 | 226.25 | 178.00 |
| New York..... | 51.62 | 50.00 | 60.00 | | 165.00 | | | | | | | | | |
| Norfolk..... | | | | | 200.00 | | | | | | | 228.75 | 228.75 | 165.00 |
| Philadelphia..... | 50.00 | 55.00 | | 75.00 | | | | | | | | 228.75 | 228.75 | 175.00 |
| Portland, Me..... | | | | | | | | | | | | | | 155.00 |
| San Francisco..... | 47.50 | 53.00 | | 75.00 | 195.00 | 200.00 | | 105.88 | 103.02 | 125.00 | 126.64 | 222.12 | 226.65 | 187.58 |
| Seattle..... | | 55.00 | | | 175.00 | | 122.50 | | | 125.00 | 125.00 | 228.75 | 228.75 | 206.00 |

Pacific coasting trade.

| | | | | | | | | | | | | | | |
|-------------------------|-------|-------|-------|-------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|
| Under 500 tons: | | | | | | 120.00 | | | | | | | 216.25 | |
| Baltimore..... | | | | | | | | | | | | | | |
| Boston..... | | 50.00 | | | | | | | | | | | | |
| San Francisco..... | | | 62.02 | 70.00 | | 160.00 | | | | 100.00 | 100.00 | 187.50 | | 150.00 |
| Seattle..... | 43.54 | 51.29 | 66.00 | | | | | 62.50 | 82.92 | 103.17 | 100.00 | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | | | | | | | 222.50 | |
| San Francisco..... | 50.91 | 53.46 | 71.03 | 73.00 | 152.50 | 175.00 | | 75.00 | 86.25 | 100.00 | 129.00 | 195.03 | 207.08 | 146.66 |
| Seattle..... | 50.00 | 60.00 | 70.50 | 80.00 | 150.00 | 129.00 | | | 90.00 | 126.05 | 100.00 | 222.50 | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | | | | | | | 222.50 | 183.90 |
| Norfolk..... | | | | | 200.00 | | | | | | | 228.75 | | |
| Portland, Me..... | | | | | | | | | | | | | | 155.00 |
| San Francisco..... | 51.64 | 55.40 | 63.33 | 92.56 | 180.00 | | 100.00 | 75.00 | 92.57 | 102.80 | 110.61 | 206.22 | 213.49 | 180.78 |
| Seattle..... | | 60.00 | 86.67 | | 175.00 | 150.00 | | | 90.00 | 127.22 | 118.35 | 228.75 | 228.75 | 206.00 |

To Africa.

| | | | | | | | | | | | | | | |
|-------------------------|-------|-------|--------------------------|--------------------------|--------|--------|--------|--|--|-------|-------|--------|--------|--------|
| Under 500 tons: | | | | | | 120.00 | | | | | | | 216.25 | |
| Baltimore..... | | | | | | | | | | | | | | |
| Boston..... | 35.00 | 35.00 | | | | | | | | | | | | |
| New Bedford..... | 35.00 | 30.00 | 30.00 | 50.00 | 150.00 | 100.00 | | | | 30.00 | | | | |
| New Orleans..... | | 40.00 | | | | | | | | | | | | |
| New York..... | | 40.00 | | 50.00 | 150.00 | | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 120.00 | 65.00 | | | | | | 216.25 | 165.00 |
| Boston..... | 40.00 | 40.00 | { 45.00 to 50.00 } | { 40.00 to 50.00 } | | | | | | | | | | |
| Galveston..... | | | | | 175.00 | | | | | | | | | |
| New Bedford..... | | | 30.00 | 60.00 | | | | | | 30.00 | | | | |
| Newport News..... | | | | | 150.00 | | | | | | | | | |
| New Orleans..... | | | | | | 175.00 | | | | | | | 228.75 | |
| New York..... | 47.50 | 45.00 | 50.00 | 55.00 | 150.00 | 150.00 | | | | | | | 216.25 | |
| Norfolk..... | | | | 60.00 | | | | | | | | | 216.25 | |
| Pascagoula..... | | 45.00 | | | | | | | | | | | 216.25 | 216.25 |
| Philadelphia..... | | | | | | | | | | | | | | |
| San Francisco..... | 40.00 | 50.00 | | 70.00 | | | | | | | | | | |
| Seattle..... | 50.00 | 55.00 | | 75.00 | 175.00 | | | | | | | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 228.75 | 120.00 | | | | | | 228.75 | 222.50 | 183.00 |
| Newport News..... | | | | | | | | | | | | 226.67 | | |
| New Orleans..... | | 45.00 | | | | | | | | | | 222.50 | 228.75 | 185.00 |
| New York..... | | | | | | 165.00 | | | | | | 228.75 | 228.75 | 165.00 |
| Norfolk..... | | | | | 200.00 | | | | | | | 228.75 | 226.60 | |
| Philadelphia..... | | | | | | | | | | | | | | |
| San Francisco..... | | 53.33 | 65.00 | | 193.75 | | 110.00 | | | | 95.00 | 228.75 | 228.75 | 175.00 |
| Seattle..... | | 55.00 | 63.33 | | 175.00 | | | | | | | 228.75 | | |

TABLE 3.—AVERAGE MONTHLY WAGES PAID TO FIRST MATES ON AMERICAN VESSELS, 1895-1922—Continued.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|---------|---------|----------|----------|----------|---------|------|----------|----------|--------|----------|----------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>Atlantic to Pacific ports, and vice versa.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | \$120.00 | | | | | | | \$216.25 | |
| Seattle..... | | | | | | | | | | | \$90.00 | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | \$55.00 | \$50.00 | | | | 120.00 | | | | | | | 216.25 | |
| Boston..... | | | | | | 100.00 | | | | | | | 216.25 | |
| New Orleans..... | | | | | | | | | | | \$225.00 | | | |
| New York..... | 50.00 | 45.00 | \$52.50 | | | | | \$75.00 | | | 216.25 | | | \$165.00 |
| Philadelphia..... | 52.50 | | | | | | \$100.00 | | | | 216.25 | | 216.25 | |
| San Francisco..... | | | | | | | | | | | 100.00 | | 216.25 | |
| Seattle..... | 55.00 | 55.00 | 65.00 | | \$175.00 | | | | | | 100.00 | | 216.25 | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 50.00 | | \$75.00 | 228.75 | 120.00 | | | | | 100.00 | 228.75 | 222.50 | 183.00 |
| Bath..... | | | | | | | | | | | | | | 150.00 |
| Boston..... | | | | | | | | | | | 100.00 | 216.25 | 228.75 | 180.00 |
| Galveston..... | | | | | | | | | | | | 235.00 | 195.00 | 150.00 |
| Newport News..... | | | | | | | | | | | | 222.50 | 190.00 | 150.00 |
| New Orleans..... | | | | | | 125.00 | | | | | | 235.00 | 232.91 | 190.00 |
| New York..... | | | | | | 140.00 | | | | | | 222.50 | 216.25 | 168.00 |
| Norfolk..... | 55.83 | 50.00 | 70.00 | | 200.00 | 125.00 | | | | \$100.00 | 100.00 | 228.75 | 165.00 | |
| Philadelphia..... | | | | | | | | | | | | 228.75 | 232.90 | 170.00 |
| Portland, Me..... | 50.00 | 52.00 | 65.00 | 75.00 | | 175.00 | | 75.00 | | | 108.89 | 228.75 | 228.75 | 175.00 |
| San Francisco..... | 54.03 | 55.83 | 68.33 | 75.00 | | | | | | | 100.00 | 102.40 | 214.44 | 188.36 |
| Seattle..... | | 55.00 | 60.00 | | 175.00 | | | | | 125.00 | 100.00 | 228.75 | 228.75 | 206.00 |

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1922.

| Destination, size, and port of departure of vessel. | Firemen. | | | | | | | First engineers. | | | | | | |
|---|----------|----------|----------|----------|----------|----------|----------|------------------|-----------|-----------|-----------|--------------------------|--------------------------|--------------------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To Great Britain.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | \$87. 50 | | | | | | | \$272. 00 | |
| Newport News..... | | | | | | 88. 00 | | | | | | | | |
| Norfolk..... | | | | | | 88. 00 | | | | | | | | |
| Rockland..... | | | | | \$87. 50 | | \$50. 00 | | | | | \$240. 00 | | \$200. 00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87. 50 | | | | | | | 272. 00 | |
| Boston..... | | | | | | 88. 00 | | | | | | | 305. 00 | |
| Newport News..... | | | | | | 90. 00 | | | | | | | | |
| New Orleans..... | | | | | 90. 00 | 90. 00 | 55. 00 | | | | \$150. 00 | 305. 00 | | |
| New York..... | | | | \$45. 00 | 90. 00 | 90. 00 | | | | | | 316. 25 | | 260. 00 |
| Norfolk..... | | | | | | 88. 00 | | | | | | | | |
| Philadelphia..... | | | | | 90. 00 | 90. 00 | | | | | | 305. 00 | 305. 00 | |
| Rockland..... | | | | | | | 85. 00 | | | | | | | 235. 00 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 90. 00 | 87. 50 | 66. 00 | | | | | 228. 75 | 310. 00 | 267. 00 |
| Bath..... | | | | | 90. 00 | | | | | | | 332. 50 | | |
| Boston ¹ | | | | | 90. 00 | 90. 00 | 75. 00 | | | | | 330. 00 to 371. 25 | 346. 25 to 371. 25 | 260. 00 285. 00 |
| Galveston..... | | | | | 90. 00 | 90. 00 | 68. 00 | | | | | 228. 75 | 228. 75 | 183. 00 |
| Newport News..... | | | | | 90. 00 | 88. 00 | 67. 85 | | | | | 325. 00 | 292. 40 | 181. 42 |
| New Orleans..... | | | | | 90. 00 | 88. 40 | 67. 00 | | | | | 315. 00 | 321. 00 | 264. 00 |
| New York..... | \$37. 00 | \$40. 00 | \$40. 00 | 40. 00 | 90. 00 | 90. 00 | 55. 00 | \$150. 00 | \$150. 00 | \$200. 00 | 200. 00 | 228. 75 | 305. 00 | 260. 00 |
| Norfolk..... | | | | 40. 00 | 90. 00 | 88. 00 | 69. 18 | | | | | 228. 75 | 292. 00 | 275. 00 |
| Philadelphia..... | | | 40. 00 | | 90. 00 | 90. 00 | 60. 00 | 112. 50 | | 150. 00 | | 332. 50 | 332. 50 | 260. 00 |
| Portland, Me..... | | | | | 90. 00 | 90. 00 | 50. 00 | | | | | 216. 25 | 305. 00 | 155. 00 |
| San Francisco..... | | | | | 90. 00 | 87. 00 | 72. 00 | | | | | 335. 00 | 323. 00 | 292. 68 |
| Seattle..... | | | | 40. 00 | 90. 00 | 90. 00 | 75. 00 | | | | 140. 00 | 332. 00 | 332. 50 | 312. 70 |
| <i>To Continent of Europe.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87. 50 | | | | | | | 272. 00 | |
| Newport News..... | | | | | | 88. 00 | | | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | 35. 00 | | 87. 50 | | | | | 90. 00 | | 272. 00 | |
| Newport News..... | | | | | | 88. 00 | | | | | | | | |
| New Orleans..... | | | | | 93. 25 | | | | | | | 296. 50 | | |
| Baltimore..... | | | | | | 87. 50 | | | | | | | | |

¹ The above rates were generally cut to 15 per cent for all but deck officers during May and June, 1921.

TABLE 4.—AVERAGE MONTHLY WAGES PAID TO FIREMEN AND FIRST ENGINEERS ON AMERICAN STEAM VESSELS, 1895-1922—Continued.

| Destination, size, and port of departure of vessel. | Sail. | | | | | | | Steam. | | | | | | |
|---|---------|---------|------|--------------------------|---------|---------|---------|----------|----------|------|----------------------------|------------------|----------|----------------------------|
| | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 | 1895 | 1900 | 1910 | 1915 | 1920 | 1921 | 1922 |
| <i>To Continent of Europe—Continued.</i> | | | | | | | | | | | | | | |
| From 500 to 1,500 tons—Continued. | | | | | | | | | | | | | | |
| New York..... | | | | \$40.00 | \$90.00 | | \$55.00 | | | | \$170.00 | \$216.25 | \$216.25 | \$260.00 |
| Philadelphia..... | | | | | 90.00 | \$90.00 | | | | | | 305.00 | 305.00 | |
| San Francisco..... | | | | | | 90.00 | | | | | | | 305.00 | |
| Seattle..... | | | | | | | 75.00 | | | | | | | 312.70 |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 90.00 | 87.50 | 66.00 | | | | | 228.75 | 310.00 | 267.00 |
| Bath..... | | | | | 90.00 | 75.00 | | | | | | 332.50 | 285.00 | |
| Boston..... | | | | { 35.00 to 40.00 } | 90.00 | | 75.00 | | | | { 150.00 to 175.00 } | 330.00 371.25 | | { 260.00 to 285.00 } |
| Galveston..... | | | | | 90.00 | 90.00 | 68.00 | | | | | 228.75 | 228.75 | 183.00 |
| Newport News..... | | | | | 90.00 | 88.00 | 67.85 | | | | | 321.00 | 303.56 | 181.42 |
| New Orleans..... | | | | 40.00 | 90.00 | 88.07 | 66.00 | | | | 110.00 | 318.33 | 321.31 | 266.00 |
| New York..... | | | | 40.00 | 90.00 | 90.00 | 55.00 | | | | 180.00 | 228.75 | 305.00 | 260.00 |
| Norfolk..... | | | | 40.00 | 90.00 | 88.00 | 66.38 | | | | 150.00 | 228.75 | 303.00 | 262.36 |
| Philadelphia..... | | | | 41.18 | 90.00 | 90.00 | 60.00 | \$112.50 | | | 158.75 | 332.50 | 332.50 | 260.00 |
| Portland, Me..... | | | | 40.00 | 90.00 | 90.00 | 50.00 | | | | 150.00 | 216.25 | 305.00 | 155.00 |
| Providence..... | | | | | | 90.00 | | | | | | | 332.50 | |
| San Francisco..... | | | | 38.50 | 85.00 | 87.50 | 75.00 | | | | 150.00 | 269.16 | 324.58 | 285.00 |
| Seattle..... | | | | | 90.00 | 90.00 | 75.00 | | | | | 332.50 | 332.50 | 312.70 |
| <i>To South America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87.50 | | | | | | | 272.00 | |
| Galveston..... | | | | | | | 68.00 | | | | | | | 183.00 |
| Newport News..... | | | | | | 88.00 | | | | | | | | |
| New Orleans..... | | \$50.00 | | | | | | | \$125.00 | | | | | |
| Philadelphia..... | \$45.00 | | | | | | | 125.00 | | | | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87.50 | | | | | | | 272.00 | |
| Newport News..... | | | | | | 88.00 | | | | | | | | |
| New Orleans..... | 50.00 | 50.00 | | | 93.25 | | | 125.00 | 125.00 | | | 298.00 | | |
| New York..... | | | | 40.00 | 90.00 | 90.00 | 55.00 | | | | 150.00 | 216.25 | 216.25 | 260.00 |
| Philadelphia..... | | | | | 90.00 | 90.00 | | | | | | 305.00 | 305.00 | |
| San Francisco..... | 45.00 | 45.00 | | | 88.50 | 90.00 | 75.00 | 150.00 | 150.00 | | | 274.50 | 290.00 | 205.00 |
| Seattle..... | | | | 55.00 | | | | | | | 150.00 | | | |

| | | | | | | | | | | | | | | |
|---|-------|-------|--------------------------|-------|--------|--------|-------|--------|--------|----------|--------|----------------------------|--------|--------|
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | 35.00 | 90.00 | 87.50 | 66.00 | | | | 100.00 | 228.75 | 310.00 | 267.00 |
| Boston..... | | | | | 90.00 | | 75.00 | | | | | 330.00 | | 260.00 |
| Newport News..... | | | | | 90.00 | 88.00 | 75.00 | | | | | 371.25 | | 285.00 |
| New Orleans..... | | | | 40.00 | 90.00 | 88.52 | 66.00 | | | | 110.00 | 317.00 | 325.53 | 195.00 |
| New York..... | 40.00 | 40.00 | \$40.00 | 40.00 | 90.00 | 90.00 | 55.00 | 120.89 | 125.00 | \$150.00 | 157.50 | 318.30 | 312.75 | 259.00 |
| Norfolk..... | | | | 40.00 | 90.00 | 88.00 | 68.25 | | | | | 228.75 | 305.00 | 290.00 |
| Philadelphia..... | | | | | 90.00 | 90.00 | 60.00 | | | | | 228.75 | 325.00 | 276.25 |
| Portland, Me..... | | | | | 90.00 | 90.00 | 50.00 | | | | | 332.50 | 332.50 | 260.00 |
| Providence..... | | | | | 95.00 | | 55.00 | | | | | 216.25 | 305.00 | 155.00 |
| San Francisco..... | 45.00 | 45.00 | 55.00 | 47.29 | 87.38 | 87.27 | 67.32 | 150.00 | 150.00 | 165.00 | 161.66 | 332.50 | 305.87 | 175.00 |
| Seattle..... | | | | | 90.00 | 90.00 | 75.00 | | | | | 295.05 | 305.87 | 261.91 |
| | | | | | | | | | | | | 332.50 | 305.00 | 290.00 |
| <i>To West Indies, Mexico, and Central America.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 35.00 | | | | | 87.50 | | 100.00 | | | | | 272.00 | |
| Boston..... | | 35.00 | | | | | | | 125.00 | | | | | |
| Newport News..... | | | | | | 88.00 | | | | | | | | |
| New Bedford..... | 35.00 | | | | | | | 85.00 | | | | | | |
| New Orleans..... | | 50.00 | | | 100.00 | 90.00 | 80.00 | | 125.00 | | | 318.75 | 299.04 | 226.00 |
| New York..... | | | | 40.00 | | | | | | | 125.00 | | | |
| Norfolk..... | | 33.33 | | 40.00 | | | 75.00 | | 86.67 | | 125.00 | | | 275.00 |
| Philadelphia..... | | 35.00 | 30.00 | | | | | | 100.00 | 115.00 | | | | |
| San Francisco..... | | | | 55.00 | 90.00 | 101.25 | 77.50 | | | | 125.00 | 305.00 | 235.00 | 205.00 |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | 35.00 | | | | | 87.50 | | 100.00 | | | | | 272.00 | |
| Bath..... | | | | | | 75.00 | | | | | | | 285.00 | |
| Boston..... | 35.00 | 35.00 | | | | | | 100.00 | 125.00 | | | | | |
| Newport News..... | | | | | | 88.00 | 55.00 | | | | | | | 260.00 |
| New Orleans..... | 50.00 | 50.00 | 40.00 | | 90.00 | 90.02 | | 125.00 | 125.00 | 150.00 | | 305.00 | 305.00 | |
| New York..... | | | 40.00 | | 90.00 | 90.00 | | | 100.00 | 150.00 | 140.00 | 216.25 | 216.25 | |
| Norfolk..... | | | 40.00 | | | | | | | | | | | |
| Philadelphia..... | 35.00 | | | 40.00 | 90.00 | | 90.00 | | 100.00 | | 128.33 | 305.00 | 305.00 | |
| Portland, Me..... | | | | | | 90.00 | | | | | | | 305.00 | |
| San Francisco..... | | | | | | | 70.00 | | | 145.79 | 148.50 | 293.33 | 295.91 | 218.33 |
| Seattle..... | | | 52.89 | 55.00 | 88.50 | 90.00 | | | | | 150.00 | | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | 35.00 | 90.00 | 87.50 | 66.00 | | | | 100.00 | 228.75 | 310.00 | 267.00 |
| Boston..... | | 35.00 | { 35.00 to 40.00 } | 40.00 | 90.00 | | 75.00 | | 125.00 | 150.00 | 150.00 | { 330.00 to 371.25 } | | 260.00 |
| Galveston..... | | | | | 90.00 | 90.00 | 57.00 | | | | | 216.25 | 216.25 | 176.00 |
| Newport News..... | | | | | 90.00 | 88.00 | 61.73 | | | | | 320.00 | 314.05 | 170.77 |
| New Orleans..... | | 50.00 | 50.00 | 50.00 | 90.75 | 88.61 | 59.00 | | 125.00 | 150.00 | 100.00 | 325.60 | 311.23 | 265.00 |
| New York..... | 40.00 | | 40.00 | 40.00 | 90.00 | 90.00 | 55.00 | 125.00 | 125.00 | 175.00 | 165.00 | 228.75 | 305.00 | 260.00 |
| Norfolk..... | | | | 40.00 | 90.00 | 88.00 | 63.40 | | | | 100.00 | 228.75 | 314.00 | 270.52 |
| Philadelphia..... | 40.00 | 30.20 | 39.51 | 42.24 | 90.00 | 90.00 | 60.00 | 125.00 | 125.00 | 150.00 | 156.20 | 332.50 | 332.50 | 260.00 |
| Portland, Me..... | | | | | 90.00 | 90.00 | 50.00 | | | | | 216.25 | 305.00 | 155.00 |

| | | | | | | | | | | | | | | |
|--------------------------------|-------|-------|-------|----------|-------|-------|-------|--------|--------|-----------|-----------|-----------|--------|-----------|
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | 35.00 | 35.00 | 35.00 | 90.00 | 87.50 | 66.00 | | 110.00 | 135.00 | 100.00 | 228.75 | 310.00 | 267.00 |
| Bath..... | | | | 40.00 | | | | | | | 135.00 | | | |
| | | | | 40.00 | | | | | | | 150.00 | 330.00 | | 260.00 |
| Boston..... | | 35.00 | 40.00 | to 45.00 | 90.00 | 90.00 | 75.00 | | 110.00 | to 165.00 | to 165.00 | to 371.25 | 332.50 | to 285.00 |
| | | | | 45.00 | | | | | | | 222.50 | | | 183.00 |
| Galveston..... | | | | | 90.00 | | 57.00 | | | | | | | |
| New Bedford..... | | | | | | 90.00 | | | | | | | 318.00 | |
| Newport News..... | | | | | 90.00 | 88.00 | 64.25 | | | | | 318.00 | 312.91 | 176.50 |
| New Orleans..... | | 50.00 | 50.00 | 50.00 | 90.00 | 90.00 | 60.00 | | 125.00 | 150.00 | 100.00 | 325.00 | 317.35 | 155.00 |
| New York..... | 40.00 | 40.00 | 40.00 | 40.00 | 90.00 | 90.00 | 55.00 | 125.00 | 125.00 | 165.00 | 155.00 | 228.75 | 305.00 | 260.00 |
| Norfolk..... | | | | | 90.00 | 88.00 | 59.75 | | | | | 228.75 | 312.90 | 255.79 |
| Philadelphia..... | 35.00 | | 37.16 | 39.89 | 90.00 | 90.00 | 60.00 | 125.00 | | 145.00 | 144.22 | 332.50 | 332.50 | 260.00 |
| Portland, Me..... | | | 37.00 | 40.00 | 90.00 | 90.00 | 50.00 | | | 150.00 | 150.00 | 216.25 | 305.00 | 155.00 |
| Providence..... | | | 40.00 | 45.00 | 90.00 | 90.00 | 55.00 | | | 140.00 | 150.00 | 332.50 | 332.50 | 175.00 |
| Seattle..... | | | | | 90.00 | 90.00 | 75.00 | | | | | 332.50 | 332.50 | 312.70 |
| <i>To Asia and Australia.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87.50 | | | | | | | 272.00 | |
| San Francisco..... | | 50.00 | | | | | | | 120.00 | | | | 225.00 | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87.50 | | | | | | | 272.00 | |
| New York..... | | | | | 90.00 | 90.00 | 55.00 | | | | | 216.25 | 228.75 | 260.00 |
| Philadelphia..... | | | | | 90.00 | 90.00 | | | | | | 305.00 | 305.00 | |
| San Francisco..... | | 50.00 | | 30.00 | 90.00 | 90.00 | | | 125.00 | | 150.00 | 318.50 | 332.50 | |
| Seattle..... | | | | | 90.00 | | | | | | | 305.00 | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | 90.00 | 87.50 | 66.00 | | | | | 228.75 | 310.00 | 267.00 |
| Galveston..... | | | | | 90.00 | | 57.00 | | | | | 228.75 | | 183.00 |
| Newport News..... | | | | | | 88.00 | | | | | | | 332.50 | |
| New Orleans..... | | | | | 90.00 | 81.00 | 61.00 | | | | | 343.75 | 311.25 | 281.00 |
| New York..... | | | | | 90.00 | 90.00 | 55.00 | | | | | 228.75 | 305.00 | 260.00 |
| Norfolk..... | | | | | 90.00 | 88.00 | | | | | | 228.75 | 332.50 | |
| Philadelphia..... | | | | | 90.00 | 90.00 | 60.00 | | | | | 332.50 | 332.50 | 260.00 |
| Portland, Me..... | | | | | 90.00 | | 50.00 | | | | | 216.25 | | 155.00 |
| San Francisco..... | 45.00 | 48.24 | | 53.33 | 88.33 | 88.07 | 67.61 | 155.88 | 156.61 | 175.00 | 186.20 | 324.90 | 334.08 | 282.97 |
| Seattle..... | | | | | 90.00 | 90.00 | 75.00 | | | 200.00 | 166.67 | 332.50 | 332.50 | 312.70 |
| <i>Pacific coasting trade.</i> | | | | | | | | | | | | | | |
| Under 500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87.50 | | | | | | | 272.00 | |
| San Francisco..... | 47.50 | 50.00 | 55.00 | 65.00 | | | | 110.00 | 121.25 | 150.00 | 150.00 | 212.50 | | |
| Seattle..... | | 50.00 | 55.28 | 55.00 | | | | | 90.00 | 136.29 | 150.00 | | | |
| From 500 to 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87.50 | | | | | | | 310.00 | |
| San Francisco..... | 50.00 | 50.00 | 55.00 | 55.00 | 88.12 | 90.00 | 62.97 | 125.00 | 131.15 | 139.47 | 108.00 | 269.10 | 290.00 | 200.55 |
| Seattle..... | | 50.00 | 55.00 | 55.00 | 90.00 | | | | 90.00 | 150.00 | 150.00 | 318.75 | | |
| Over 1,500 tons: | | | | | | | | | | | | | | |
| Baltimore..... | | | | | | 87.50 | 66.00 | | | | | | 272.00 | 267.00 |
| Portland, Me..... | | | | | | | 50.00 | | | | | | | 155.00 |

| | | | | | | | | | | | | | | |
|--------------------|--|--|-------|--------------------------|-------|-------|-------|--|--------|--------|--------|----------------------------|--------------------------|----------------------------|
| Boston..... | | | | { 40.00 to 45.00 } | 90.00 | | 75.00 | | | | 175.00 | { 330.00 to 371.25 } | { to } | { 260.00 to 285.00 } |
| Galveston..... | | | | | 90.00 | | 42.50 | | | | | 222.50 | | 150.00 |
| New Orleans..... | | | | | 90.00 | 90.00 | 46.00 | | | | | 343.75 | 305.00 | 269.00 |
| New York..... | | | 40.00 | 40.00 | 90.00 | 90.00 | 55.00 | | | 165.00 | 175.00 | 228.75 | 305.00 | 260.00 |
| Newport News..... | | | | | 90.00 | | 88.00 | | | | | 355.00 | 342.00 | 190.00 |
| Norfolk..... | | | | 40.00 | 90.00 | | 88.00 | | | | | 228.75 | 342.00 | 247.50 |
| Philadelphia..... | | | 35.00 | 41.50 | 90.00 | | 60.00 | | 160.00 | | 164.44 | 332.50 | 332.50 | 260.00 |
| Portland, Me..... | | | | | 90.00 | | 50.00 | | | | | | 305.00 | 155.00 |
| San Francisco..... | | | 45.00 | 43.35 | 87.88 | 87.27 | 65.31 | | | | 150.00 | 157.87 | 385.00 | 312.73 |
| Seattle..... | | | 30.00 | 55.00 | 90.00 | | 75.00 | | | | 150.00 | 150.00 | 332.50 | 312.70 |

5. WAGE SCALES ESTABLISHED BY THE UNITED STATES SHIPPING BOARD FOR TRANS-ATLANTIC, TRANS-PACIFIC, ATLANTIC, PACIFIC, AND GULF COAST SERVICE.

[Effective February 6, 1922.]

DECK OFFICERS.

Wages and working rules.

Adopted after conference between the representatives of the United States Shipping Board and the representatives of the National Association of Masters, Mates, and Pilots of America and the Neptune Association, representing the licensed deck officers.

Classification of vessels.

Vessels are to be classed according to their "power-tonnage," represented by gross tonnage plus indicated horsepower as given in the List of Merchant Vessels of the United States, as compiled by the Commissioner of Navigation, or in other recognized maritime lists.

| Classes. | Single screw. | Twin screw. |
|----------|-----------------------|------------------|
| A..... | Over 20,001..... | Over 15,001. |
| B..... | 12,001 to 20,000..... | 9,001 to 15,000. |
| C..... | 7,501 to 12,000..... | 5,501 to 9,000. |
| D..... | 5,001 to 7,500..... | 3,501 to 5,500. |
| E..... | Below 5,001..... | Below 3,501. |

Wage scale (per month).

| Classes. | Class A. | Class B. | Class C. | Class D. | Class E. |
|------------------|----------|----------|----------|----------|----------|
| Master..... | \$315 | \$285 | \$270 | \$265 | \$250 |
| First mate..... | 175 | 170 | 165 | 160 | 155 |
| Second mate..... | 155 | 150 | 145 | 140 | 135 |
| Third mate..... | 135 | 130 | 130 | 125 | 120 |
| Fourth mate..... | 120 | 115 | | | |

Working rules.

1. Watch and watch to be maintained on sailing day or at any outside port or ports of call. No mate shall be required or permitted to take charge of a watch upon leaving or immediately after leaving port, unless he shall have had at least 6 hours off duty within the 12 hours immediately preceding time of sailing.

2. The working day in port where watches are broken shall be 8 hours out of each 24 to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be allowed.

3. When a ship arrives in home port the mate standing the night watch shall have the next day off.

NOTE.—For the purpose of these rules a "home port" shall be considered the port at which shipping articles are opened or the port at which crew is paid off upon completion of the voyage.

4. If a mate is required to stay on board in any port on Sundays or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall have one full day off with pay, or be paid one day's additional pay, but this shall not apply to a vessel sailing on or ready to proceed on her voyage.

5. In any safe harbor one mate shall be required to stay on board at night; mates shall alternate or make mutual arrangement, subject to the approval of the master, for the standing of the night watch, and shall receive no extra compensation for this duty.

6. A working day in port in excess of 8 hours shall not be performed or paid for unless the work is done by written order of the master, owner, or agent of the vessel. An entry shall be made in the log book every time a mate is required to perform overtime service, covering kind of work, reason for same, and time started and finished. Authorized overtime to be paid at the prorata rate.

7. No mate shall be laid off Sundays or holidays, but at the option of the master the mates shall be granted shore liberty with pay.

8. When in port and board is not furnished, \$2.50 per day shall be allowed for subsistence and \$1.50 per day shall be allowed for lodging when quarters are not provided aboard.

9. Final discharge of masters and mates shall be at the port of signing on, unless specifically otherwise provided for in the ship's articles. If a vessel is lost, or abandoned, or withdrawn from operation at a port other than the signing-on port, and there is no special provision to contrary in the articles, the owner at his own expense shall provide transportation and subsistence for such masters and mates back to port of final discharge. If the withdrawal of the vessel has not been due to a cause beyond the control of the owner then under such condition only shall wages continue to port of final discharge. However, if owner has another vessel proceeding to port of final discharge he may, at his option, transfer the masters and mates to the articles of that vessel, but at a rating not lower than they were signed on the original articles, this beng in lieu of providing transportation and subsistence as herein provided for.

10. These wages and conditions do not apply to vessels not in active operation.

11. There shall be no discrimination in the employment of any master or mate on account of affiliation or nonaffiliation with any organization.

12. This agreement to terminate June 30, 1922.

ENGINEER OFFICERS.

Wages and working rules.

Agreed on in committee conference between the representatives of the United States Shipping Board and National Marine Engineers' Beneficial Association.

Classification of vessels.

Vessels are to be classed according to their "power-tonnage," represented by gross tonnage plus indicated horsepower as given in the List of Merchant Vessels of the United States, as compiled by the Commissioner of Navigation, or in other recognized maritime lists.

| Classes. | Single screw. | Twin screw. |
|----------|-----------------------|------------------|
| A..... | Over 20,001..... | Over 15,001. |
| B..... | 12,001 to 20,000..... | 9,001 to 15,000. |
| C..... | 7,501 to 12,000..... | 5,501 to 9,000. |
| D..... | 5,001 to 7,500..... | 3,501 to 5,500. |
| E..... | Below 5,001..... | Below 3,501. |

Wage scale (per month).

| Classes. | Class A. | Class B. | Class C. | Class D. | Class E. |
|--------------------------------|----------|----------|----------|----------|----------|
| Chief engineer..... | \$280 | \$250 | \$240 | \$230 | \$220 |
| First assistant engineer..... | 175 | 170 | 165 | 160 | 155 |
| Second assistant engineer..... | 155 | 150 | 145 | 140 | 135 |
| Third assistant engineer..... | 135 | 130 | 130 | 125 | 120 |
| Fourth assistant engineer..... | 120 | 115 | | | |
| Junior engineer..... | 100 | | | | |

Working rules.

1. Watch and watch to be maintained on sailing day or at any outside port or ports of call. No engineer shall be required or permitted to take charge of a watch upon leaving or immediately after leaving port unless he shall have had at least 6 hours off duty within the 12 hours immediately preceding time of sailing.

2. The working day in port where watches are broken shall be 8 hours out of each 24 to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be allowed.

3. On arrival of ship at the home port engineers shall be given shore leave for three nights commencing with the night of the day of arrival, and the night watch shall be taken by a relief engineer of a rating not less than first assistant—hours to be from 5 p. m. to 8 a. m.; wages \$7 per night.

For the remainder of the lay in home port of ship the engineer standing the night watch shall have the next day off.

NOTE.—For the purpose of these rules a "home port" shall be considered the port at which shipping articles are opened or the port at which crew is paid off upon completion of the voyage.

4. If the chief or assistant engineer is required to stay on board in any port on Sundays or on New Year's day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall have one full day off with pay, or be paid one day's additional pay, but this shall not apply to a vessel sailing on or ready to proceed on her voyage.

5. Subject to the modifications of rule 3, in any safe harbor one engineer shall be required to stay on board at night; engineers shall alternate or make mutual agreement subject to the approval of the chief engineer, for the standing of the night watch and shall receive no extra compensation for this duty.

6. It shall be the duty of all licensed engineers to make all possible repairs on board vessel for the promotion of economical operation.

7. A working day in port in excess of 8 hours shall not be performed or paid for unless the work is done by written order of the chief engineer, master, owner, or agent of the vessel. An entry shall be made in the engine room log book every time an assistant engineer is required to perform overtime service, covering kind of work, reason for same, and time started and finished. Authorized overtime to be paid at the pro rata rate.

8. No engineer shall be laid off Sundays or holidays, but at the option of the chief engineer the assistants shall be granted shore liberty with pay.

9. When in port and board is not furnished, \$2.50 per day shall be allowed for subsistence and \$1.50 per day shall be allowed for lodging when quarters are not provided aboard.

10. Final discharge of engineers shall be at the port of signing on, unless specifically otherwise provided for in the ship's articles. If a vessel is lost, or abandoned, or withdrawn from operation at a port other than the signing on port, and there is no special provision to contrary in the articles, the owner at his own expense shall provide transportation and subsistence for such engineers back to port of final discharge. If the withdrawal of the vessel has not been due to a cause beyond the control of the owner then under such condition only shall wages continue to port of final discharge. However, if owner has another vessel proceeding to port of final discharge he may, at his option, transfer the engineers to the articles of that vessel, but at a rating not lower than they were signed on the original articles, this being in lieu of providing transportation and subsistence as herein provided for.

11. These wages and conditions do not apply to vessels not in active operation.

12. This agreement to terminate June 30, 1922.

RADIO OPERATORS.

Wages and working rules.

Agreed on in committee conference between the representatives of the United States Shipping Board and National United Radio Telegraphers' Association.

Classes of vessels.

- A. Vessels licensed to carry a total of 200 or more persons, passengers, and crew.
- B. Vessels not in class A, licensed to carry a total of 50 or more persons, passengers, and crew.
- C. All other vessels.

Radio operators' wages (per month) for first-class licenses.

| Class. | Class A. | | Class B. | | Class C. | |
|-----------------------|------------|-------|------------|-----------|------------|-----------|
| | License. | Wage. | License. | Wage. | License. | Wage. |
| Chief operator..... | First..... | \$105 | Second.... | \$90 | Second.... | \$90 |
| First assistant..... | Second.... | 95 | Third..... | 70 | None..... | None..... |
| Second assistant..... | Third..... | 75 | None..... | None..... | None..... | None..... |

NOTE.—Men holding lower license than above specified are to be employed *only* in emergencies where men of the specified grades are not available. While holding such emergency appointments, men are to receive the wage provided for that grade license under the respective vessel class.

Working rules.

1. Radio operators shall receive the same consideration, accommodations, and general treatment as is afforded other licensed officers of the ship.
2. When in port and board is not furnished, \$2.50 per day shall be allowed for subsistence and \$1.50 per day shall be allowed for lodging when quarters are not provided aboard.
3. Radio operators shall handle all money taken in for the transmission of messages in accordance with instructions issued by U. S. S. B. E. F. C.
4. These wages and conditions do not apply to vessels not in active operation.
5. This agreement to terminate June 30, 1922.

SAILORS.

Wage scale (per month).

| | | | |
|-----------------------|---------|----------------------|---------|
| Carpenter..... | \$70.00 | Quartermaster..... | \$60.00 |
| Carpenter's mate..... | 60.00 | Able seaman..... | 55.00 |
| Boatswain..... | 65.00 | Ordinary seaman..... | 40.00 |
| Boatswain's mate..... | 60.00 | Storekeeper..... | 60.00 |

Working conditions.

1. The working day in home port where watches are broken shall not be in excess of 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be given.
2. If an unlicensed man is required to perform unnecessary work in any safe harbor on Sundays or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall be given equal time off with pay, but this shall not apply to a vessel sailing or ready to proceed on her voyage.
3. If vessel's stay in port is too short to break sea watches, sea watches shall be continued and all members of the crew required to work under direction of the ship's officers as at sea.
4. When the crew is not fed aboard the vessel, each member of the crew shall receive 50 cents per meal.
5. Deck crews on all vessels shall assist in putting stores on board and shall also rig cargo gear when required, and, when necessary, assist in landing baggage and mail.
6. Night lunches shall be placed in the respective mess rooms for members of the crew performing duty at sea or in port (the men to prepare their own coffee). This rule does not apply when subsistence money is paid in the home port.
7. These wages and conditions do not apply to vessels not in active operation.
8. There shall be no discrimination against the employment of any man on account of affiliation or nonaffiliation with any labor organization.

FIREMEN, OILERS, AND WATERTENDERS.

Wage scale (per month).

| | | | |
|--------------------|---------|----------------------------|---------|
| Deck engineer..... | \$70.00 | Oiler..... | \$65.00 |
| Pump man..... | 70.00 | Fireman..... | 57.50 |
| Donkey man..... | 65.00 | Coal passer and wiper..... | 50.00 |
| Storekeeper..... | 65.00 | Water tender..... | 65.00 |

Working conditions.

1. The working day in any port where watches are broken shall be 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours equivalent time off will be given.
2. If an unlicensed man is required to perform unnecessary work in any safe harbor on Sundays, or on New Year's Day, July 4, Labor Day, Thanksgiving Day, or Christmas Day, he shall be given equal time off with pay, but this shall not apply to a vessel sailing or ready to proceed on her voyage.
3. Where the fireroom crew on watch fail to get the ashes out of the stokehold during the hours of watch, it shall be the duty of such watch to get these ashes out immediately upon completion of their watch without extra compensation.
4. When the crew is not fed aboard the vessel, each member shall receive 50 cents per meal.

5. At sea, all men not standing regular watches may be required to perform 10 hours' work out of 24 as the chief engineer may direct.

6. Night lunches shall be placed in the respective mess rooms for all members of the crew performing night duty at sea or in port (the men to prepare their own coffee). This rule does not apply when subsistence money is paid in the home port.

7. These wages and conditions do not apply to vessels not in active operation.

8. There shall be no discrimination against the employment of any man on account of affiliation or nonaffiliation with any labor organization.

STEWARDS' DEPARTMENT.

Wage scale (per month).

| Classes. | Freight vessels. | | Classes. | Freight vessels. | |
|----------------------------|------------------|-------------|------------------------|------------------|-------------|
| | Foreign trade. | Coast-wise. | | Foreign trade. | Coast-wise. |
| Chief steward..... | \$105 | \$95 | Messman..... | \$45 | \$45 |
| Steward and cook..... | 105 | 95 | Utilityman..... | 45 | 45 |
| Chief cook..... | 90 | 80 | Deck messboy..... | 35 | 35 |
| Second cook and baker..... | 70 | 65 | Engine messboy..... | 35 | 35 |
| Second cook..... | 65 | 60 | Steward's messboy..... | 35 | 35 |
| Butcher..... | 70 | 65 | | | |

Working rules.

1. Working day in home port where watches are broken shall be 8 hours out of each 24, to be distributed as the necessities of the watches and other duties require. For work performed in excess of 8 hours, equivalent time off will be allowed.

2. Chief stewards are to be allowed \$2.50 per day when vessel is not feeding and \$1.50 per day when room is not furnished.

3. When in port and board is not furnished, members of the stewards' department, except the chief steward, will be paid 50 cents per meal.

4. Holidays at home port will be as follows: New Year's Day, July 4, Labor Day, Thanksgiving Day, and Christmas Day.

5. Members of the stewards' department required to work Sundays and holidays will receive equivalent time off.

6. There shall be no discrimination in the employment of any person on account of affiliation or nonaffiliation with any labor organization.

7. These wages and working conditions do not apply to vessels not in active operation.

APPENDIX C.

SHIPMENTS, DISCHARGES, AND DESERTIONS OF SEAMEN FROM AMERICAN VESSELS ABROAD.

The following tables are based on reports of American consuls, showing the number of seamen shipped, discharged, and deserted from American vessels at foreign ports, together with the number of clearances of American vessels involved, during the fiscal year ended June 30, 1922.

TABLE 1.—SUMMARY OF SHIPMENTS, DISCHARGES, AND DESERTIONS.

| | Steam and sail. | | | |
|--------------------|------------------|----------|------------------|-----------|
| | Clear- ances. | Shipped. | Dis- charged. | Deserted. |
| Europe..... | 1,471 | 2,297 | 1,734 | 541 |
| Africa..... | 108 | 150 | 100 | 5 |
| Asia..... | 799 | 9,668 | 9,954 | 79 |
| North America..... | 2,004 | 8,324 | 7,824 | 337 |
| South America..... | 421 | 378 | 291 | 54 |
| Oceania..... | 138 | 484 | 329 | 21 |
| Total..... | 4,941 | 21,301 | 20,232 | 1,037 |

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS.

| Port. | Steam and sail. | | | |
|------------------------|------------------|----------|------------------|----------------|
| | Clear- ances. | Shipped. | Dis- charged. | De- serted. |
| <i>Europe.</i> | | | | |
| England: | | | | |
| Hull..... | 53 | 109 | 78 | 27 |
| Liverpool..... | 203 | 229 | 114 | 144 |
| London..... | 232 | 364 | 210 | 125 |
| Manchester..... | 77 | 62 | 32 | 9 |
| Newcastle on Tyne..... | 38 | 77 | 35 | 11 |
| Plymouth..... | 13 | 20 | 23 | 3 |
| Southampton..... | 51 | 82 | 19 | 12 |
| Scotland: | | | | |
| Aberdeen..... | 8 | 5 | 3 | ..... |
| Cardiff..... | 32 | 35 | 28 | 4 |
| Edinburgh..... | 15 | 18 | 9 | 4 |
| Glasgow..... | 90 | 109 | 94 | 20 |
| Swansea..... | 1 | 2 | 1 | 1 |
| Ireland: | | | | |
| Dublin..... | 48 | 39 | 17 | 11 |
| Queenstown..... | 9 | 20 | 22 | ..... |
| Greece: | | | | |
| Kalamata..... | 3 | 3 | 2 | ..... |
| Patras..... | 5 | 12 | 5 | ..... |
| Italy: | | | | |
| Genoa..... | 52 | 134 | 103 | 3 |
| Leghorn..... | 31 | 27 | 17 | ..... |
| Messina..... | 2 | ..... | 2 | ..... |
| Palermo..... | 10 | 14 | 9 | ..... |
| Venice..... | 5 | 6 | 5 | ..... |
| Latvia (Riga)..... | 10 | 11 | 1 | 3 |
| Malta (Valetta)..... | 5 | 4 | 5 | 1 |

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS—Continued.

| Port. | Steam and sail. | | | |
|------------------------------------|-----------------|----------|--------------|------------|
| | Clear-ances. | Shipped. | Dis-charged. | De-serted. |
| <i>Europe—Continued.</i> | | | | |
| Netherlands: | | | | |
| Amsterdam..... | 18 | 16 | 13 | ..... |
| Rotterdam..... | 184 | 341 | 269 | 80 |
| Norway (Christiania)..... | 1 | ..... | 1 | ..... |
| Portugal: | | | | |
| Funchal (Madeira)..... | 4 | 4 | ..... | ..... |
| Horta (Azores)..... | 5 | 2 | 4 | 3 |
| Lisbon..... | 43 | 78 | 43 | 23 |
| Oporto..... | 9 | 4 | 5 | 1 |
| St. Michaels (Azores)..... | 24 | 64 | 58 | 5 |
| Rumania (Bucharest)..... | ..... | ..... | 1 | ..... |
| Spain: | | | | |
| Alicante..... | 6 | 6 | 4 | 1 |
| Bilbao..... | 16 | 31 | 19 | 5 |
| Cadiz..... | 1 | 29 | 17 | ..... |
| Corunna..... | 7 | 28 | 43 | 3 |
| Gibraltar..... | 26 | 73 | 179 | ..... |
| Huelva..... | 17 | 53 | 37 | 22 |
| Las Palmas (Canary Islands)..... | 25 | 23 | 39 | 10 |
| Malaga..... | 19 | 10 | 9 | ..... |
| Santander..... | 7 | 48 | 86 | 1 |
| Seville..... | 1 | 2 | 3 | ..... |
| Teneriffe (Canary Islands)..... | 11 | 16 | 6 | 4 |
| Valencia..... | 14 | 23 | 20 | 1 |
| Vigo..... | 2 | 3 | 2 | 1 |
| Sweden: | | | | |
| Goteborg..... | 17 | 30 | 21 | 1 |
| Malmo..... | 9 | 5 | 8 | 1 |
| Stockholm..... | 12 | 26 | 13 | 1 |
| Total Europe..... | 1,471 | 2,297 | 1,734 | 541 |
| <i>Africa.</i> | | | | |
| Egypt: | | | | |
| Alexandria..... | 57 | 33 | 26 | 5 |
| Port Said..... | 33 | 83 | 63 | ..... |
| Cape of Good Hope: | | | | |
| Cape Town..... | 2 | 2 | 1 | ..... |
| Port Elizabeth..... | 3 | 2 | ..... | ..... |
| Natal (Durban)..... | 12 | 17 | 9 | ..... |
| Mozambique (Lourenco Marques)..... | 1 | 13 | 1 | ..... |
| Total Africa..... | 108 | 150 | 100 | 5 |
| <i>Asia.</i> | | | | |
| Asia Minor (Smyrna)..... | 20 | 16 | 8 | 2 |
| Burma (Rangoon)..... | 30 | 56 | 48 | 4 |
| Ceylon (Colombo)..... | 18 | 17 | 12 | 3 |
| China (Hongkong)..... | 219 | 9,351 | 9,554 | 25 |
| India: | | | | |
| Calcutta..... | 35 | 98 | 84 | 3 |
| Madras..... | 2 | 2 | 2 | ..... |
| Japan: | | | | |
| Kobe..... | 94 | 37 | 38 | 12 |
| Yokohama..... | 251 | 66 | 73 | 17 |
| Java: | | | | |
| Batavia..... | 12 | 8 | 7 | 1 |
| Soerabaya..... | 27 | 11 | 10 | 6 |
| Manchuria (Dairen)..... | 30 | ..... | ..... | 1 |
| Siberia (Vladivostok)..... | 43 | 3 | 110 | ..... |
| Straits Settlements (Penang)..... | 10 | 2 | 1 | 2 |
| Sumatra (Medan)..... | 3 | ..... | 1 | ..... |
| Syria (Beirut)..... | 5 | 1 | 2 | 3 |
| Total Asia..... | 799 | 9,668 | 9,954 | 79 |
| <i>North America.</i> | | | | |
| Bahamas (Nassau)..... | 30 | 39 | 99 | 3 |
| Bermuda: | | | | |
| Hamilton..... | 3 | 2 | 2 | 4 |
| St. George's..... | 50 | 57 | 54 | ..... |
| British Columbia: | | | | |
| Cumberland..... | 5 | 1 | 6 | 1 |
| Prince Rupert..... | 49 | ..... | 63 | ..... |
| Victoria..... | 35 | 73 | 74 | 22 |

TABLE 2.—SHIPMENTS, DISCHARGES, AND DESERTIONS, BY PORTS—Continued.

| Port. | Steam and sail. | | | |
|----------------------------------|-----------------|----------|-------------|-----------|
| | Clearances. | Shipped. | Discharged. | Deserted. |
| <i>North America—Continued.</i> | | | | |
| Dutch West Indies (Curaçao)..... | 222 | 4,471 | 4,266 | 5 |
| Guatemala: | | | | |
| Puerto Barrios..... | 77 | 25 | 19 | 16 |
| San José..... | 16 | 11 | 5 | 13 |
| Haiti: | | | | |
| Jérémie..... | 27 | | | 1 |
| Port au Prince..... | 111 | 23 | 4 | 6 |
| Honduras: | | | | |
| Amapala..... | 186 | 3 | 1 | 5 |
| Bonacca..... | 326 | 17 | 47 | 41 |
| Tela..... | 82 | 27 | 13 | 42 |
| Jamaica (Kingston)..... | 292 | 2,395 | 2,276 | 42 |
| Mexico: | | | | |
| Acapulco..... | 26 | 14 | 13 | 7 |
| Guaymas..... | 2 | 2 | | |
| Manzanillo..... | 72 | 527 | 284 | 36 |
| Mazatlan..... | 54 | 113 | 136 | 19 |
| Salina Cruz..... | 53 | 45 | 27 | 12 |
| New Brunswick: | | | | |
| Bathurst..... | 1 | | 1 | |
| Campbellton..... | 1 | 1 | 1 | |
| Fredericton..... | 1 | 1 | 4 | |
| Saint John..... | 34 | 81 | 58 | 3 |
| Newfoundland (St. John's)..... | 4 | 37 | 37 | |
| Nicaragua: | | | | |
| Bluefields..... | 2 | | 11 | |
| Corinto..... | 73 | 35 | 14 | 24 |
| Nova Scotia: | | | | |
| Halifax..... | 33 | 50 | 105 | 5 |
| Louisburg..... | 1 | | 1 | |
| Port Hawkesbury..... | 2 | 3 | 1 | |
| Sydney..... | 10 | 4 | 5 | |
| Yarmouth..... | 7 | 63 | | |
| Panama: | | | | |
| Bocas del Toro..... | 69 | 7 | 7 | 13 |
| Colon..... | 1 | | | |
| Quebec: | | | | |
| Gaspé..... | 1 | 2 | | |
| Montreal..... | 44 | 193 | 188 | 16 |
| Quebec..... | 2 | 2 | 2 | 1 |
| Total North America..... | 2,004 | 8,324 | 7,824 | 337 |
| <i>Oceania.</i> | | | | |
| Australia: | | | | |
| Adelaide..... | 13 | 26 | 29 | |
| Brisbane..... | 10 | 12 | 11 | |
| Freemantle..... | 2 | 1 | 1 | |
| Melbourne..... | 23 | 55 | 59 | 6 |
| Newcastle..... | 30 | 198 | 70 | 2 |
| Sydney..... | 52 | 178 | 146 | 13 |
| New Zealand: | | | | |
| Dunedin..... | 4 | 12 | 9 | |
| Wellington..... | 4 | 2 | 4 | |
| Total Oceania..... | 138 | 484 | 329 | 21 |
| <i>South America.</i> | | | | |
| British Guiana (Georgetown)..... | 27 | 3 | 1 | |
| Dutch Guiana (Paramaribo)..... | 25 | 50 | 13 | 2 |
| Peru: | | | | |
| Callao-Lima..... | 113 | 164 | 149 | 15 |
| Mollendo..... | 37 | 1 | 3 | 4 |
| Salaverry..... | | | 1 | |
| Uruguay (Montevideo)..... | 158 | 152 | 120 | 32 |
| Venezuela: | | | | |
| La Guaira..... | 59 | 6 | 3 | 1 |
| Puerto Cabello..... | 2 | 2 | 1 | |
| Total South America..... | 421 | 378 | 291 | 54 |
| Total Consular Service..... | 4,941 | 21,301 | 20,232 | 1,037 |

The following consulates reported no transactions during the year ended June 30, 1922:

Africa:

Casablanca, Morocco.

Loanda, Angola.

Nairobi, Kenya.

Asia:

Bangkok, Siam.

Basrah, Mesopotamia.

Jerusalem, Palestine.

Karachi, India.

Europe:

Bergen, Norway.

Dundee, Scotland.

Fiume, Free State.

Flushing, Netherlands.

Galway, Ireland.

Jersey, England.

North America:

Aux Cayes, Haiti.

Bridgewater, Nova Scotia.

Charlottetown, Prince Edward Island.

Grenada, British West Indies.

Hamilton, Ontario.

Kingston, Ontario.

La Ceiba, Honduras.

Lunenburg, Nova Scotia.

Nanaimo, British Columbia.

Panama, Republic of Panama.

Sault Ste. Marie, Ontario.

Summerside, Prince Edwards Island.

A few consulates have not submitted reports.

APPENDIX D.

TONNAGE TAX—LAW AND COLLECTIONS.

Tonnage tax is livied on every vessel engaged in trade upon her arrival by sea from a foreign port, unless she is in distress, at the rate of 2 or 6 cents for each net ton. It is not levied on more than 5 entries *at the same rate* during any one year¹ nor on vessels arriving otherwise than by sea from foreign ports at which equivalent taxes or dues are not imposed on vessels of the United States.

Section 36 of the act of August 5, 1909, which went into effect October 5, 1909, is as follows:

"A tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any foreign port or place in North America, Central America, the West India Islands, the Bahama Islands, the Bermuda Islands, or the coast of South America bordering on the Caribbean Sea, or Newfoundland, and a duty of six cents per ton, not to exceed thirty cents per ton per annum, is hereby imposed at each entry on all vessels which shall be entered in any port of the United States from any other foreign port, not, however, to include vessels in distress or not engaged in trade.

"This section shall not be construed to amend or repeal section twenty-seven hundred and ninety-two of the Revised Statutes as amended by section one of chapter two hundred and twelve of the laws of nineteen hundred and eight, approved May twenty-eighth, nineteen hundred and eight, or section five of the said chapter two hundred and twelve of the laws of nineteen hundred and eight, or section twenty-seven hundred and ninety-three of the Revised Statutes.

"Section forty-two hundred and thirty-two of the Revised Statutes and sections eleven and twelve of chapter four hundred and twenty-one of the laws of eighteen hundred and eighty-six, approved June nineteenth, eighteen hundred and eighty-six, and so much of section forty-two hundred and nineteen of the Revised Statutes as conflicts with this section, are hereby repealed."

The act of March 8, 1910, concerning tonnage duties on vessels entering otherwise than by sea, is as follows:

"Vessels entering otherwise than by sea from a foreign port at which tonnage or lighthouse dues or other equivalent tax or taxes are not imposed on vessels of the United States shall be exempt from the tonnage duty of two cents per ton, not to exceed in the aggregate ten cents per ton in any one year, prescribed by section thirty-six of the act approved August fifth, nineteen hundred and nine, entitled 'An act to provide revenue, equalize duties, and encourage the industries of the United States, and for other purposes.'"

The following tables show the tonnage taxes collected for the fiscal year:

1. TONNAGE TAX COLLECTIONS, 1884-1922.

| Year ended June 30— | American vessels. | Foreign vessels. ^a | Total. | Year ended June 30— | American vessels. | Foreign vessels. ^a | Total. |
|---------------------|-------------------|-------------------------------|----------------|---------------------|-------------------|-------------------------------|--------------|
| 1884..... | \$272,113.50 | \$1,023,659.00 | \$1,295,772.50 | 1904..... | \$70,741.65 | \$755,281.36 | \$826,023.01 |
| 1885..... | 59,325.29 | 331,549.86 | 390,875.15 | 1905..... | 79,578.54 | 778,958.05 | 858,536.59 |
| 1886..... | 74,558.08 | 432,824.39 | 507,382.47 | 1906..... | 84,902.67 | 882,419.81 | 967,322.48 |
| 1887..... | 76,530.07 | 485,657.38 | 562,187.45 | 1907..... | 80,064.19 | 964,716.94 | 1,044,781.13 |
| 1888..... | 67,285.67 | 423,920.07 | 491,205.74 | 1908..... | 82,680.48 | 993,891.21 | 1,076,571.69 |
| 1889..... | 70,034.44 | 406,998.46 | 477,032.90 | 1909..... | 80,397.11 | 971,977.26 | 1,052,374.37 |
| 1890..... | 75,208.41 | 490,266.44 | 565,474.85 | 1910..... | 77,812.01 | 1,003,714.69 | 1,081,526.70 |
| 1891..... | 75,208.41 | 490,263.44 | 565,471.85 | 1911..... | 55,143.92 | 1,028,111.42 | 1,083,255.34 |
| 1892..... | 79,029.77 | 556,982.67 | 636,012.44 | 1912..... | 64,745.60 | 1,091,265.15 | 1,156,010.75 |
| 1893..... | 70,019.56 | 469,213.58 | 539,233.14 | 1913..... | 73,281.14 | 1,200,508.29 | 1,273,789.43 |
| 1894..... | 72,848.69 | 466,179.78 | 539,028.47 | 1914..... | 77,445.06 | 1,233,313.97 | 1,310,759.03 |
| 1895..... | 69,316.21 | 454,028.40 | 523,344.61 | 1915..... | 104,736.73 | 1,210,688.57 | 1,315,425.30 |
| 1896..... | 66,868.61 | 477,386.36 | 544,254.97 | 1916..... | 171,164.52 | 1,283,401.31 | 1,454,565.83 |
| 1897..... | 70,882.04 | 660,887.57 | 731,769.61 | 1917..... | 208,796.16 | 1,184,947.00 | 1,393,743.16 |
| 1898..... | 63,334.92 | 783,436.14 | 846,771.06 | 1918..... | 218,885.70 | 952,532.66 | 1,171,418.36 |
| 1899..... | 65,815.00 | 768,272.81 | 834,087.81 | 1919..... | 258,217.85 | 1,007,011.38 | 1,265,229.23 |
| 1900..... | 68,639.83 | 811,842.39 | 880,482.32 | 1920..... | 689,813.79 | 1,018,120.65 | 1,707,934.44 |
| 1901..... | 67,703.87 | 835,435.01 | 903,138.88 | 1921..... | 817,154.83 | 1,374,741.02 | 2,191,895.85 |
| 1902..... | 68,172.62 | 800,611.29 | 868,783.91 | 1922..... | 623,393.24 | 1,194,957.46 | 1,818,350.70 |
| 1903..... | 71,970.20 | 813,871.17 | 885,841.37 | | | | |

^a All alien tonnage tax and light money collections are included in this column prior to 1916, but beginning with that year these collections from American vessels are entered in the first column.

¹ The tonnage year begins with the date of the first payment and ends on the day preceding the corresponding day of the following year.

2. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1922, BY CUSTOMS DISTRICTS.

| District. | 2-cent rate. | | 6-cent rate. | | Total. | |
|------------------------------------|--------------|------------|--------------|--------------|----------|--------------|
| | Entries. | Amount. | Entries. | Amount. | Entries. | Amount. |
| Alaska..... | 751 | \$1,543.06 | 26 | \$296.70 | 777 | \$1,839.76 |
| Buffalo..... | 83 | 1,649.62 | | | 83 | 1,649.62 |
| Connecticut..... | 50 | 364.80 | | | 50 | 364.80 |
| Florida..... | 530 | 4,694.26 | 214 | 38,185.68 | 744 | 42,879.94 |
| Galveston..... | 243 | 12,572.68 | 346 | 67,103.80 | 589 | 79,676.48 |
| Georgia..... | 61 | 1,380.42 | 55 | 9,278.52 | 116 | 10,658.94 |
| Hawaii..... | 12 | 1,433.88 | 115 | 35,440.32 | 127 | 36,874.20 |
| Los Angeles..... | 325 | 4,103.56 | 114 | 27,147.06 | 439 | 31,250.62 |
| Maine and New Hampshire..... | 703 | 5,047.40 | 85 | 16,908.18 | 788 | 21,955.58 |
| Maryland..... | 189 | 11,195.68 | 316 | 62,784.30 | 505 | 73,979.98 |
| Massachusetts..... | 522 | 15,393.98 | 400 | 83,091.12 | 922 | 98,485.10 |
| Michigan..... | 8 | 175.36 | | | 8 | 175.36 |
| Mobile..... | 210 | 3,937.12 | 74 | 13,841.46 | 284 | 17,778.58 |
| New Orleans..... | 654 | 30,595.60 | 562 | 114,499.74 | 1,216 | 145,095.34 |
| New York..... | 1,459 | 66,268.80 | 1,966 | 514,762.66 | 3,425 | 581,031.60 |
| North Carolina..... | 2 | 44.86 | 13 | 2,342.34 | 15 | 2,387.20 |
| Ohio..... | 90 | 1,694.34 | | | 90 | 1,694.34 |
| Oregon..... | 43 | 2,842.88 | 180 | 38,698.32 | 223 | 41,541.20 |
| Philadelphia..... | 378 | 16,522.92 | 463 | 88,465.42 | 841 | 104,988.34 |
| Porto Rico..... | 372 | 6,227.86 | 68 | 9,275.46 | 440 | 15,503.32 |
| Rhode Island..... | 71 | 4,678.34 | 22 | 4,737.12 | 93 | 9,415.46 |
| Rochester..... | 52 | 699.22 | | | 52 | 699.22 |
| Sabine..... | 269 | 14,178.68 | 214 | 43,585.38 | 483 | 57,764.06 |
| St. Lawrence..... | 542 | 2,055.88 | | | 542 | 2,055.88 |
| San Antonio..... | 15 | 294.74 | | | 15 | 294.74 |
| San Diego..... | 290 | 119.68 | 2 | 333.24 | 292 | 452.92 |
| San Francisco..... | 149 | 8,622.74 | 237 | 42,886.92 | 386 | 51,509.66 |
| South Carolina..... | 49 | 1,756.94 | 64 | 12,463.84 | 113 | 14,220.78 |
| Vermont..... | 18 | 26.98 | | | 18 | 26.98 |
| Virginia..... | 103 | 4,697.48 | 720 | 130,724.74 | 823 | 135,422.22 |
| Washington..... | 1,835 | 24,372.70 | 277 | 72,555.36 | 2,112 | 96,928.06 |
| Total..... | 10,078 | 249,192.46 | 6,533 | 1,429,407.68 | 16,611 | 1,678,600.14 |
| Philippine Islands fund: | | | | | | |
| San Francisco..... | | | | | 1 | 197.22 |
| Washington..... | | | | | 1 | 363.84 |
| Total..... | | | | | 2 | 561.06 |
| Alien tonnage tax and light money: | | | | | | |
| Florida..... | | | | | 4 | 3,522.50 |
| Galveston..... | | | | | 11 | 12,320.00 |
| Los Angeles..... | | | | | 1,152 | 4,783.00 |
| New Orleans..... | | | | | 8 | 21,868.00 |
| New York..... | | | | | 14 | 79,688.00 |
| Ohio..... | | | | | 2 | 77.00 |
| Philadelphia..... | | | | | 2 | 4,888.00 |
| Sabine..... | | | | | 6 | 2,928.00 |
| San Francisco..... | | | | | 1 | 4.00 |
| San Diego..... | | | | | 292 | 1,088.00 |
| Virginia..... | | | | | 3 | 8,003.00 |
| Total..... | | | | | 1,495 | 139,169.50 |
| Grand total..... | | | | | 18,108 | 1,818,330.70 |

3. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1922, BY NATIONALITY OF VESSELS.

| Flag. | 2-cent rate. | | 6-cent rate. | | Total. | |
|------------------------------------|--------------|--------------|--------------|--------------|----------|--------------|
| | Entries. | Amount. | Entries. | Amount. | Entries. | Amount. |
| American..... | 5,765 | \$153,117.94 | 2,147 | \$468,555.80 | 7,912 | \$621,673.74 |
| Argentinian..... | | | 1 | 118.92 | 1 | 118.92 |
| Austrian..... | 21 | 8.68 | | | 21 | 8.68 |
| Belgian..... | | | 61 | 13,682.76 | 61 | 13,682.76 |
| Brazilian..... | | | 27 | 6,673.92 | 27 | 6,673.92 |
| British..... | 2,752 | 48,780.68 | 2,129 | 501,023.04 | 4,881 | 549,803.72 |
| Canadian..... | 6 | 212.58 | | | 6 | 212.58 |
| Chilean..... | | | 4 | 715.44 | 4 | 715.44 |
| Chinese..... | | | 2 | 609.60 | 2 | 609.60 |
| Columbian..... | 5 | 9.28 | | | 5 | 9.28 |
| Cuban..... | 47 | 858.32 | | | 49 | 938.06 |
| Czechoslovakian..... | | | 1 | 211.38 | 1 | 211.38 |
| Danish..... | 140 | 3,883.14 | 158 | 27,684.12 | 298 | 31,567.26 |
| Danzig..... | 18 | 1,895.88 | | | 18 | 1,895.88 |
| Dominican..... | 43 | 177.96 | | | 43 | 177.96 |
| Dutch..... | 83 | 2,409.54 | 260 | 57,751.68 | 343 | 60,161.22 |
| Finnish..... | | | 2 | 232.38 | 2 | 232.38 |
| French..... | 43 | 1,805.46 | 231 | 57,327.66 | 274 | 59,133.12 |
| German..... | 23 | 429.00 | 79 | 11,309.94 | 116 | 11,738.94 |
| Greek..... | 16 | 2,640.66 | 46 | 8,324.76 | 51 | 10,965.42 |
| Honduran..... | 87 | 1,658.44 | | | 87 | 1,658.44 |
| Icelandic..... | | | 1 | 44.34 | 1 | 44.34 |
| Italian..... | 26 | 225.90 | 307 | 64,797.60 | 333 | 65,023.50 |
| Japanese..... | 131 | 6,822.68 | 482 | 120,085.14 | 613 | 126,907.82 |
| Mexican..... | 60 | 1,053.40 | | | 60 | 1,053.40 |
| Nicaraguan..... | 24 | 370.18 | | | 24 | 370.18 |
| Norwegian..... | 614 | 20,396.94 | 367 | 56,347.80 | 981 | 76,744.74 |
| Panamanian..... | 5 | 43.32 | 1 | 244.02 | 6 | 287.34 |
| Peruvian..... | 2 | 74.24 | | | 2 | 74.24 |
| Portuguese..... | 9 | 19.54 | 15 | 1,481.82 | 24 | 1,501.36 |
| Rumanian..... | | | 1 | 193.74 | 1 | 193.74 |
| Russian..... | 1 | 30.22 | 1 | 183.60 | 2 | 213.82 |
| Serbian..... | 1 | .62 | | | 1 | .62 |
| Spanish..... | 46 | 2,680.60 | 158 | 24,536.22 | 204 | 27,216.82 |
| Swedish..... | 90 | 4,654.10 | 44 | 6,180.00 | 134 | 10,834.10 |
| Turkish..... | | | 3 | 538.74 | 3 | 538.74 |
| Venezuelan..... | 19 | 34.00 | | | 19 | 34.00 |
| Yugoslavian..... | 1 | .12 | 3 | 473.52 | 4 | 473.64 |
| Total..... | 10,078 | 249,192.46 | 6,533 | 1,429,407.68 | 16,611 | 1,678,600.14 |
| Philippine Islands fund: | | | | | | |
| Dutch..... | | | 1 | 363.84 | 1 | 363.84 |
| Japanese..... | | | 1 | 197.22 | 1 | 197.22 |
| Total..... | | | 2 | 561.06 | 2 | 561.06 |
| Alien tonnage tax and light money: | | | | | | |
| American..... | | | | | 3 | 1,719.50 |
| Austrian..... | | | | | 30 | 337.50 |
| British..... | | | | | 2 | 77.00 |
| German..... | | | | | 45 | 132,280.00 |
| Italian..... | | | | | 110 | 378.00 |
| Japanese..... | | | | | 1,282 | 4,301.00 |
| Mexican..... | | | | | 1 | 9.00 |
| Portuguese..... | | | | | 6 | 19.50 |
| Russian..... | | | | | 5 | 15.00 |
| Swedish..... | | | | | 5 | 15.00 |
| Yugoslavian..... | | | | | 6 | 18.00 |
| Total..... | | | | | 1,495 | 139,169.50 |
| Grand total..... | | | | | 18,108 | 1,818,330.70 |

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1922, BY COUNTRIES FROM WHICH THE VESSELS ENTERED.

| Country. | 2-cent rate. | | 6-cent rate. | | Total. | |
|---|--------------|------------|--------------|--------------|----------|--------------|
| | Entries. | Amount. | Entries. | Amount. | Entries. | Amount. |
| Africa: | | | | | | |
| Algeria (French)..... | | | 47 | \$8,907.54 | 47 | \$8,907.54 |
| Angola (Portuguese)..... | | | 2 | 475.80 | 2 | 475.80 |
| Canary Islands (Spanish)..... | | | 44 | 4,366.98 | 44 | 4,366.98 |
| Cape of Good Hope (British)..... | | | 1 | 169.44 | 1 | 169.44 |
| Cape Verde Islands (Portuguese)..... | | | 21 | 1,296.96 | 21 | 1,296.96 |
| Egypt..... | | | 46 | 10,989.48 | 46 | 10,989.48 |
| Gold Coast (British)..... | | | 19 | 2,598.36 | 19 | 2,598.36 |
| Ivory Coast (French)..... | | | 1 | 202.20 | 1 | 202.20 |
| Kamarun (French)..... | | | 1 | 230.22 | 1 | 230.22 |
| Kongo (Belgium)..... | | | 2 | 414.30 | 2 | 414.30 |
| Lagos (British)..... | | | 3 | 423.00 | 3 | 423.00 |
| Liberia..... | | | 1 | 268.92 | 1 | 268.92 |
| Mobassa (British)..... | | | 1 | 170.10 | 1 | 170.10 |
| Morocco..... | | | 1 | 189.06 | 1 | 189.06 |
| Mozambique ¹ (Portuguese)..... | | | 4 | 763.20 | 4 | 763.20 |
| Natal (British)..... | | | 4 | 878.16 | 4 | 878.16 |
| Nigeria (British)..... | | | 3 | 537.18 | 3 | 537.18 |
| Senegal (French)..... | | | 12 | 2,125.20 | 12 | 2,125.20 |
| Sierra Leone (French)..... | | | 1 | 50.94 | 1 | 50.94 |
| Tunis (French)..... | | | 18 | 3,701.74 | 18 | 3,701.74 |
| Total..... | | | 232 | 38,758.78 | 232 | 38,758.78 |
| Asia: | | | | | | |
| Celebes (Dutch)..... | | | 1 | 263.04 | 1 | 263.04 |
| Ceylon (British)..... | | | 2 | 399.72 | 2 | 399.72 |
| China..... | | | 122 | 29,951.70 | 122 | 29,951.70 |
| Hongkong (British)..... | | | 88 | 27,860.16 | 88 | 27,860.16 |
| India (British)..... | | | 92 | 21,322.44 | 92 | 21,322.44 |
| Indo-China (French)..... | | | 1 | 285.60 | 1 | 285.60 |
| Japan..... | | | 376 | 98,266.02 | 376 | 98,266.02 |
| Java (Dutch)..... | | | 43 | 9,751.86 | 43 | 9,751.86 |
| Kwantung (Japanese)..... | | | 6 | 1,285.94 | 6 | 1,285.94 |
| Manchuria (Japanese)..... | | | 7 | 1,613.64 | 7 | 1,613.64 |
| Mesopotamia (Turkish)..... | | | 1 | 135.12 | 1 | 135.12 |
| Palestine (Turkish)..... | | | 1 | 228.00 | 1 | 228.00 |
| Persia..... | | | 3 | 524.88 | 3 | 524.88 |
| Philippine Islands (United States)..... | | | 5 | 1,949.28 | 5 | 1,949.28 |
| Siberia (Russian)..... | | | 26 | 630.72 | 26 | 630.72 |
| Singapore (British)..... | | | 1 | 190.44 | 1 | 190.44 |
| Smyrna (Greek)..... | | | 6 | 1,289.22 | 6 | 1,289.22 |
| Straits Settlements (British)..... | | | 29 | 6,596.88 | 29 | 6,596.88 |
| Syria..... | | | 4 | 703.38 | 4 | 703.38 |
| Turkey..... | | | 7 | 1,014.84 | 7 | 1,014.84 |
| Total..... | | | 821 | 204,263.88 | 821 | 204,263.88 |
| Europe: | | | | | | |
| Azores (Portuguese)..... | | | 13 | 1,699.08 | 13 | 1,699.08 |
| Belgium..... | | | 222 | 52,648.86 | 222 | 52,648.86 |
| Bulgaria..... | | | 1 | 173.82 | 1 | 173.82 |
| Denmark..... | | | 85 | 17,400.62 | 85 | 17,400.62 |
| Estonia..... | | | 18 | 3,092.76 | 18 | 3,092.76 |
| Finland..... | | | 46 | 6,211.26 | 46 | 6,211.26 |
| France..... | | | 420 | 95,127.12 | 420 | 95,127.12 |
| Germany..... | | | 570 | 135,169.78 | 570 | 135,169.78 |
| Gibraltar (British)..... | | | 67 | 12,013.12 | 67 | 12,013.12 |
| Greece..... | | | 39 | 7,865.34 | 39 | 7,865.34 |
| Iceland..... | | | 3 | 167.16 | 3 | 167.16 |
| Italy..... | | | 430 | 95,900.94 | 430 | 95,900.94 |
| Latvia..... | | | 13 | 3,459.42 | 13 | 3,459.42 |
| Madeira Islands (Portuguese)..... | | | 4 | 514.50 | 4 | 514.50 |
| Malta (British)..... | | | 6 | 1,022.04 | 6 | 1,022.04 |
| Netherlands..... | | | 365 | 86,745.18 | 365 | 86,745.18 |
| Norway..... | 109 | \$5,858.40 | 13 | 2,380.20 | 122 | 8,238.60 |
| Poland-Danzig..... | | | 22 | 6,195.12 | 22 | 6,195.12 |
| Portugal..... | | | 62 | 9,490.56 | 62 | 9,490.56 |
| Rumania..... | | | 4 | 938.88 | 4 | 938.88 |
| Russia..... | | | 15 | 3,318.72 | 15 | 3,318.72 |
| Spain..... | | | 232 | 37,683.30 | 232 | 37,683.30 |
| Sweden..... | 126 | 6,140.56 | 14 | 2,586.06 | 140 | 8,726.62 |
| Turkey..... | | | 59 | 13,223.58 | 59 | 13,223.58 |
| United Kingdom..... | | | 1,953 | 458,824.34 | 1,953 | 458,824.34 |
| Total..... | 235 | 11,998.96 | 4,676 | 1,053,851.76 | 4,911 | 1,065,850.72 |

¹Includes Portuguese East Africa.

4. TONNAGE TAX COLLECTED, FISCAL YEAR ENDED JUNE 30, 1922, BY COUNTRIES
FROM WHICH THE VESSELS ENTERED—Continued.

| Country. | 2-cent rate. | | 6-cent rate. | | Total. | |
|---------------------------------------|--------------|------------|--------------|--------------|----------|--------------|
| | Entries. | Amount. | Entries. | Amount. | Entries. | Amount. |
| North America: | | | | | | |
| Bahamas (British)..... | 246 | \$1,417.18 | ..... | ..... | 246 | \$1,417.18 |
| Barbados (British)..... | 20 | 674.58 | 1 | \$63.72 | 21 | 738.30 |
| Bermuda (British)..... | 34 | 1,954.62 | ..... | ..... | 34 | 1,954.62 |
| British Columbia..... | 2,757 | 38,255.04 | ..... | ..... | 2,757 | 38,255.04 |
| British Honduras..... | 27 | 709.62 | ..... | ..... | 27 | 709.62 |
| Canal Zone..... | 12 | 1,102.98 | ..... | ..... | 12 | 1,102.98 |
| Costa Rica..... | 27 | 995.38 | ..... | ..... | 27 | 995.38 |
| Cuba..... | 1,293 | 43,074.04 | ..... | ..... | 1,293 | 43,074.04 |
| Dominican Republic..... | 190 | 3,653.66 | ..... | ..... | 190 | 3,653.66 |
| Dutch West Indies..... | 95 | 876.62 | ..... | ..... | 95 | 876.62 |
| French West Indies..... | 26 | 1,042.16 | ..... | ..... | 26 | 1,042.16 |
| Greenland (Danish)..... | 3 | 39.78 | ..... | ..... | 3 | 39.78 |
| Guatemala..... | 52 | 1,379.76 | ..... | ..... | 52 | 1,379.76 |
| Haiti..... | 67 | 2,265.82 | ..... | ..... | 67 | 2,265.82 |
| Honduras..... | 139 | 2,788.32 | ..... | ..... | 139 | 2,788.32 |
| Jamaica (British)..... | 198 | 4,085.64 | ..... | ..... | 198 | 4,085.64 |
| Leeward Islands (British)..... | 39 | 192.22 | ..... | ..... | 39 | 192.22 |
| Mexico..... | 2,050 | 102,113.56 | 1 | 48.66 | 2,051 | 102,162.22 |
| Miquelon (French)..... | ..... | ..... | 2 | 10.56 | 2 | 10.56 |
| New Brunswick (British)..... | 666 | 5,089.52 | ..... | ..... | 666 | 5,089.52 |
| Newfoundland (British)..... | 58 | 417.80 | ..... | ..... | 58 | 417.80 |
| Nicaragua..... | 51 | 1,147.96 | ..... | ..... | 51 | 1,147.96 |
| Nova Scotia (British)..... | 756 | 9,635.64 | ..... | ..... | 756 | 9,635.64 |
| Ontario (British)..... | 2 | 49.86 | ..... | ..... | 2 | 49.86 |
| Panama..... | 33 | 1,711.30 | ..... | ..... | 33 | 1,711.30 |
| Quebec (British)..... | 872 | 9,587.96 | ..... | ..... | 872 | 9,587.96 |
| Salvador..... | ..... | ..... | 1 | 31.74 | 1 | 31.74 |
| Trinidad (British)..... | 28 | 526.86 | ..... | ..... | 28 | 526.86 |
| Virgin Islands (United States)..... | 10 | 400.16 | ..... | ..... | 10 | 400.16 |
| Windward Islands (British)..... | ..... | ..... | 1 | 3.72 | 1 | 3.72 |
| Yukon (British)..... | 24 | 242.52 | ..... | ..... | 24 | 242.52 |
| Total..... | 9,775 | 235,429.56 | 6 | 158.40 | 9,781 | 235,587.96 |
| South America: | | | | | | |
| Argentina..... | ..... | ..... | 196 | 45,603.18 | 196 | 45,603.18 |
| Brazil..... | ..... | ..... | 140 | 24,971.70 | 140 | 24,971.70 |
| British Guiana..... | ..... | ..... | 18 | 2,928.62 | 18 | 2,928.62 |
| Chile..... | ..... | ..... | 125 | 23,379.24 | 125 | 23,379.24 |
| Colombia..... | 67 | 1,726.30 | 3 | 274.32 | 70 | 2,000.62 |
| Dutch Guiana..... | 1 | 37.64 | 18 | 1,363.20 | 19 | 1,400.84 |
| Ecuador..... | ..... | ..... | 31 | 2,565.30 | 31 | 2,565.30 |
| French Guiana..... | ..... | ..... | 5 | 431.22 | 5 | 431.22 |
| Peru..... | ..... | ..... | 59 | 6,856.32 | 59 | 6,856.32 |
| Uruguay..... | ..... | ..... | 5 | 1,143.78 | 5 | 1,143.78 |
| Venezuela..... | ..... | ..... | 69 | 1,692.56 | 69 | 1,692.56 |
| Total..... | 68 | 1,763.94 | 669 | 111,209.44 | 737 | 112,973.38 |
| Oceania: | | | | | | |
| Australia..... | ..... | ..... | 76 | 17,003.34 | 76 | 17,003.34 |
| Cook Islands (British)..... | ..... | ..... | 2 | 20.40 | 2 | 20.40 |
| Ellice Islands (British)..... | ..... | ..... | 1 | 13.74 | 1 | 13.74 |
| Fanning Islands (British)..... | ..... | ..... | 3 | 31.80 | 3 | 31.80 |
| Fiji Islands (British)..... | ..... | ..... | 6 | 248.04 | 6 | 248.04 |
| Gilbert Islands (British)..... | ..... | ..... | 5 | 159.48 | 5 | 159.48 |
| Marquesas (French)..... | ..... | ..... | 1 | 59.10 | 1 | 59.10 |
| New Hebrides (French)..... | ..... | ..... | 2 | 68.88 | 2 | 68.88 |
| New Zealand (British)..... | ..... | ..... | 11 | 2,179.50 | 11 | 2,179.50 |
| Samoa (British)..... | ..... | ..... | 5 | 337.32 | 5 | 337.32 |
| Society Islands (French)..... | ..... | ..... | 6 | 124.98 | 6 | 124.98 |
| Solomon Islands (British)..... | ..... | ..... | 2 | 63.96 | 2 | 63.96 |
| South Shetland Islands (British)..... | ..... | ..... | 4 | 663.06 | 4 | 663.06 |
| Tonga (British)..... | ..... | ..... | 5 | 191.82 | 5 | 191.82 |
| Total..... | ..... | ..... | 129 | 21,165.42 | 129 | 21,165.42 |
| Grand total..... | 10,078 | 249,192.46 | 6,533 | 1,429,407.68 | 16,611 | 1,678,600.14 |

APPENDIX E.

STEEL-SHIP BUILDING IN THE UNITED STATES.

1. CONSTRUCTION OF STEEL STEAM VESSELS IN THE UNITED STATES.

The progress of the building of steel steam vessels in the United States during the last 10 years and the present condition of the industry is set forth in the following statement. The following table shows the gross tonnage of steel steam vessels built in the United States during each fiscal year for the past 10 years, with the places of build classified by coasts. The total construction of these vessels for the 10 years ended June 30, 1922, was 10,564,411 gross tons, of which 1,458,105 gross tons were built on the Great Lakes, 5,782,978 gross tons on the Atlantic seaboard, 3,292,408 gross tons on the Pacific coast, and 30,920 gross tons on Western Rivers.

Tonnage of steel steam vessels built during the past 10 years.

| Port. | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 |
|-----------------------|---------|---------|---------|---------|---------|---------|-----------|-----------|-----------|---------|
| <i>Atlantic.</i> | | | | | | | | | | |
| Albany, N. Y. | | | | | | | | | | 556 |
| Alexandria, Va. | | | | | | | | 42,657 | 12,128 | |
| Baltimore, Md. | 40,000 | 32,257 | 21,991 | 39,132 | 28,302 | 79,724 | 128,717 | 119,665 | 137,452 | 49,420 |
| Bath, Me. | 652 | | 471 | | | 13,082 | 27,921 | 27,079 | 26,416 | 6,740 |
| Boothbay, Me. | | | | | | | | 692 | | 704 |
| Boston, Mass. | 7,739 | 10,381 | 10,728 | 24,932 | 28,821 | 37,338 | 39,584 | 38,521 | 33,384 | 14,324 |
| Brunswick, Ga. | | | | | | | | 2,591 | | |
| Galveston, Tex. | | | | | | | | 473 | | |
| Gloucester, Mass. | | | | | | | | | | 7,061 |
| Jacksonville, Fla. | 292 | 474 | | | 812 | 1,852 | 9,896 | 15,609 | 16,141 | |
| Key West, Fla. | | | | | | | | | | 86 |
| Mobile, Ala. | | | | | | | 14,896 | 39,625 | 60,610 | |
| Morgan City, La. | | | | | | | 2,469 | 2,469 | | |
| New Bern, N. C. | | | | | | | | 326 | 882 | |
| Newark, N. J. | | 1,468 | | | 1,750 | 594 | 278,641 | 411,030 | 85,080 | |
| New London, Conn. | | | | | | | 12,483 | 31,184 | 12,432 | 727 |
| New Orleans, La. | | | | | | | 2,740 | 1,553 | 51,198 | |
| Newport News, Va. | 21,876 | 33,210 | 23,613 | 43,300 | 49,381 | 41,152 | 26,809 | 24,845 | 36,512 | 28,108 |
| New York, N. Y. | 8,757 | 3,214 | 2,550 | 2,840 | 1,145 | 18,144 | 109,521 | 125,798 | 119,156 | 106,415 |
| Norfolk, Va. | | | | | | | | | | 580 |
| Pensacola, Fla. | | | | | | | | 39,902 | 16,726 | |
| Philadelphia, Pa. | 37,244 | 37,626 | 40,256 | 30,991 | 79,606 | 144,532 | 367,399 | 743,063 | 576,714 | 215,285 |
| Port Arthur, Tex. | | | | | | | | | | 1,346 |
| Portsmouth, N. H. | | | | | | | | 40,462 | 16,581 | |
| Savannah, Ga. | | | 508 | | 604 | | 12,198 | 13,797 | 21,068 | |
| Tampa, Fla. | | | | | 1,566 | | 4,724 | 32,697 | 29,944 | 16,422 |
| Wilmington, Del. | 6,954 | 11,234 | 4,020 | 17,816 | 15,204 | 25,024 | 38,033 | 61,268 | 49,875 | 1,778 |
| Wilmington, N. C. | | | | 96 | | | | 31,672 | 26,004 | |
| Total | 123,514 | 129,864 | 104,197 | 159,107 | 204,191 | 361,442 | 1,076,031 | 1,846,777 | 1,328,303 | 449,552 |
| <i>Pacific.</i> | | | | | | | | | | |
| San Diego, Calif. | | | | | | | | | 12,972 | |
| Los Angeles, Calif. | 8,539 | 1,522 | | | | 8,226 | 137,663 | 146,659 | 77,512 | 42,517 |
| Portland, Oreg. | | | | | | 82,720 | 245,659 | 204,875 | 100,306 | |
| San Francisco, Calif. | 4,797 | 11,724 | 12,449 | 34,947 | 85,451 | 127,148 | 245,818 | 285,029 | 358,042 | 79,008 |
| Seattle, Wash. | 2,867 | 1,202 | 893 | | 21,450 | 178,481 | 339,719 | 412,174 | 22,059 | |
| Total | 16,203 | 14,448 | 13,342 | 34,947 | 106,901 | 396,575 | 968,859 | 1,048,737 | 570,871 | 121,525 |
| <i>Great Lakes.</i> | | | | | | | | | | |
| Burlington, Vt. | | 51 | | | | | | | | |
| Buffalo, N. Y. | 230 | 56 | 146 | 42 | 26 | 33 | 16,865 | 5,201 | 198 | 847 |
| Chicago, Ill. | | | | | 2,081 | 10,354 | 39,368 | 18,569 | | |
| Cleveland, Ohio. | 32,737 | 35,589 | 6,964 | 28,035 | 50,264 | 79,772 | 134,616 | 86,660 | 23,563 | 163 |
| Detroit, Mich. | 23,947 | 10,261 | 1,815 | 7,959 | 47,532 | 60,770 | 144,566 | 108,458 | 32,861 | 397 |
| Duluth, Minn. | | | | | 9,129 | 25,082 | 81,483 | 87,520 | 9,551 | 2,080 |

Tonnage of steel steam vessels built during the past 10 years—Continued.

| Port. | 1913 | 1914 | 1915 | 1916 | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 |
|---------------------------|---------|---------|---------|---------|---------|---------|-----------|-----------|-----------|---------|
| <i>Great Lakes—Contd.</i> | | | | | | | | | | |
| Erie, Pa. | | | | | | | | | 1,133 | |
| Grand Haven, Mich. | | 91 | 200 | 94 | | | | | | |
| Marquette, Mich. | 187 | | | | | | | | | |
| Milwaukee, Wis. | 320 | 1,645 | | 2,234 | 1,210 | 13,315 | 30,523 | 32,446 | 9,250 | 1,537 |
| Port Huron, Mich. | | | | | | | 21,354 | 12,394 | 10,708 | 41 |
| Toledo, Ohio. | 6,995 | 266 | | | 3,338 | 13,970 | 25,590 | 30,732 | 7,677 | |
| Total..... | 64,430 | 47,959 | 9,125 | 38,364 | 118,580 | 203,296 | 494,365 | 381,980 | 94,941 | 5,065 |
| <i>Western rivers.</i> | | | | | | | | | | |
| Cairo, Ill. | | | 14 | | | | | | | |
| Chattanooga, Tenn. | | | | | | | | | | 9 |
| Cincinnati, Ohio. | | | | 191 | | | | | | 191 |
| Dubuque, Iowa. | | | | 46 | 73 | | | | | 42 |
| Evansville, Ind. | 195 | 7 | | | | | | | | |
| Great Falls, Mont. | | | | | | | | | | 21 |
| Kansas City, Mo. | | | | | | | 144 | | | |
| Louisville, Ky. | 770 | | 273 | | 1,067 | | | | 413 | 24 |
| Memphis, Tenn. | 9 | 17 | | | 27 | | | | | |
| Nashville, Tenn. | | | | | | | | | | 97 |
| New Orleans, La. | 416 | 3,030 | | | | 56 | | 732 | | 387 |
| Pittsburgh, Pa. | | 267 | 455 | | 99 | 1,178 | 676 | 1,626 | 3,392 | 2,627 |
| Rock Island, Ill. | 9 | | | | | | | | | |
| St. Louis, Mo. | 129 | 19 | | | 366 | | | | 3,074 | 8,752 |
| Total..... | 1,528 | 3,340 | 933 | 46 | 1,632 | 1,234 | 820 | 2,358 | 6,879 | 12,150 |
| Grand total..... | 205,675 | 195,611 | 127,597 | 232,464 | 431,304 | 962,547 | 2,540,075 | 3,279,852 | 2,000,994 | 588,292 |

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1922.

AMERICAN BRIDGE CO., AMBRIDGE, PA.

| Name or hull number. | Gross tonnage. | Speed in knots. | Owner. | Trade. | Probable date of launch. |
|----------------------|----------------|-----------------|--------------------------|------------|--------------------------|
| | 430 | (1) | H. H. Halliday Sand Co. | Dredge. | |
| | 520 | (1) | Oscar F. Barrett. | River. | |
| | 520 | (1) | do. | do. | |
| | 520 | (1) | do. | do. | |
| | 520 | (1) | do. | do. | |
| | 208 | do. | do. | Wharf. | |
| | 1,150 | (1) | Long Island Railroad Co. | Car float. | |
| | 1,150 | (1) | do. | do. | |
| | 170 | (1) | National Contract Co. | River. | |
| | 170 | (1) | do. | do. | |
| | 170 | (1) | do. | do. | |
| | 170 | (1) | do. | do. | |

AMERICAN SHIPBUILDING CO., CLEVELAND, OHIO.

| | | | | | |
|----------|-------|-----|--------------------------|----------|--------------|
| No. 781. | 8,600 | 11½ | Franklin Steamship Co. | Freight. | Late, 1922. |
| No. 782. | 8,300 | 11½ | Pittsburgh Steamship Co. | do. | Do. |
| No. 783. | 8,300 | 11½ | do. | do. | Early, 1923. |
| No. 784. | 8,300 | 11½ | Panda Steamship Co. | do. | Do. |

BETHLEHEM SHIPBUILDING CORP., BALTIMORE DRY DOCKS PLANT, LOCUST POINT, BALTIMORE, MD.

| | | | | | |
|----------|-------|-----|----------------------------|------------|---------------|
| No. 129. | 500 | (1) | Lehigh Valley Railroad Co. | Car float. | July 22, 1922 |
| No. 130. | 920 | (1) | do. | do. | (2) |
| No. 131. | 1,100 | (1) | do. | do. | (2) |

¹ No power.

² Not given.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1922—Continued.

BETHLEHEM SHIPBUILDING CORP., HARLAN PLANT, WILMINGTON, DEL.

| Name or hull number. | Gross tonnage. | Speed in knots. | Owner. | Trade. | Probable date of launch. |
|----------------------|----------------|-----------------|-----------------------|----------------|--------------------------|
| No. 3478..... | 360 | (2) | Keith Spalding..... | Yacht..... | Sept. 1, 1922 |
| No. 3479..... | 792 | (1) | Bush Terminal Co..... | Car float..... | Nov. 15, 1922 |
| No. 3480..... | 792 | (1) |do..... |do..... | Mar. 15, 1923 |
| No. 3481..... | 792 | (1) |do..... |do..... | June 15, 1923 |

BETHLEHEM SHIPBUILDING CORP., SPARROWS POINT PLANT, SPARROWS POINT, MD.

| | | | | | |
|---------------|--------|-----|---------------------------|----------------|---------------|
| No. 4213..... | 13,350 | (2) | Ore Steamship Co..... | Oil and ore... | Aug. 15, 1922 |
| No. 4214..... | 2,100 | (2) | Eastern Steamship Co..... | Cargo..... | (2) |
| No. 4215..... | 2,100 | (2) |do..... |do..... | (2) |

BETHLEHEM SHIPBUILDING CORP., UNION PLANT, SAN FRANCISCO, CALIF.

| | | | | | |
|---------------|--------|-----|--------------------------|----------------|---------------|
| No. 5309..... | 13,350 | (2) | Ore Steamship Co..... | Ore and oil... | (2) |
| No. 5310..... | 13,350 | (2) |do..... |do..... | (2) |
| No. 5315..... | (2) | (2) | Six Minute Ferry Co..... | Ferry..... | Aug. 25, 1922 |
| No. 5316..... | (2) | (2) |do..... |do..... | Sept. 1, 1922 |

CHARLES WARD ENGINEERING WORKS, CHARLESTON, W. VA.

| | | | | | |
|-------------|-------|-----|------------------------------------|----------------|----------------|
| No. 20..... | 1,400 | (1) | Missouri-Illinois Railroad Co..... | Car float..... | Sept. 15, 1922 |
|-------------|-------|-----|------------------------------------|----------------|----------------|

CONSOLIDATED SHIPBUILDING CORP., MORRIS HEIGHTS, N. Y.

| | | | | | |
|----------------|-----|-----|-----------------------|--------------|----------------------------|
| Zalopus..... | 300 | (2) | John Ringling..... | Yacht..... | June 24, 1922 ³ |
| Symphonia..... | (2) | (2) | Charles Ringling..... |do..... | (2) |

DRAVO CONTRACTING CO., PITTSBURGH, PA.

| | | | | | |
|--------------|-------|-----|--------------------------------|----------------|--|
| Wacouta..... | 150 | (2) | Joyce-Watkins Co..... | Tug..... | |
| | 125 | (1) | Builder's Account..... | Cargo..... | |
| | 125 | (1) |do..... |do..... | |
| | 125 | (1) |do..... |do..... | |
| | 125 | (1) |do..... |do..... | |
| | 320 | (1) | Keystone Sand & Supply Co..... | Sand..... | |
| | 320 | (1) |do..... |do..... | |
| | 320 | (1) |do..... |do..... | |
| | 320 | (1) |do..... |do..... | |
| | 1,900 | (1) | Gulf Coast Lines..... | Car float..... | |

DUBUQUE BOAT & BOILER WORKS, DUBUQUE, IOWA.

| | | | | | |
|--|-----|-----|----------------------------------|------------|--------------|
| | 150 | (2) | Mississippi Lime & Material Co.. | Tug..... | Oct. —, 1922 |
| | 125 | (2) | Cairo City Ferry Co..... | Ferry..... | Nov. —, 1922 |

FEDERAL SHIPBUILDING CO., NEWARK, N. J.

| | | | | | |
|-------------|-------|-----|--------------------------------|----------------|---------------|
| No. 68..... | 6,900 | 11½ | Undisclosed..... | Cargo..... | Sept. 1, 1922 |
| No. 72..... | 5,000 | 12 | Merchant & Miners Transit Co.. | Passenger..... | Nov. —, 1922 |
| No. 73..... | 5,000 | 12 |do..... |do..... | Dec. —, 1922 |
| No. 74..... | 800 | (1) | Long Island Railroad Co..... | Car float..... | Sept. —, 1922 |
| No. 75..... | 800 | (1) |do..... |do..... | Do. |

¹ No power.² Not given.³ Launched.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR PRIVATE SHIPOWNERS JULY 1, 1922—Continued.

GREAT LAKES ENGINEERING WORKS, RIVER ROUGE, MICH.

| Name or hull number. | Gross tonnage. | Speed in knots. | Owner. | Trade. | Probable date of launch. |
|----------------------|----------------|-----------------|------------------------|----------|--------------------------|
| No. 242..... | 8,270 | 10 | Wilson Transit Co..... | Ore..... | Sept. 6, 1922 |

JOHNSON IRON WORKS, DRY DOCK & SHIPBUILDING CO., NEW ORLEANS, LA.

| | | | | | |
|--------------|------------|------------------------|---|------------------------------|---------------------------------|
| No. 169..... | 350 400 | (²) 13 | Southern Paper Mills..... Board of Commissioners, New Orleans. | Commerce... Fireboat..... | Sept. 15, 1922 Dec. 20, 1922 |
|--------------|------------|------------------------|---|------------------------------|---------------------------------|

KYLE & PURDY (INC.), CITY ISLAND, N. Y.

| | | | | | |
|--------------|-----|----|--|--------------|-----------|
| Crane..... | 355 | 10 | East Coast Fisheries Co..... | Fish..... | |
| Halcyon..... | 355 | 10 |do..... |do..... | |
| No. 154..... | 100 | 10 | Department of Plants & Structures, City of New York. | Ferry..... | — —, 1922 |

LOS ANGELES SHIPBUILDING & DRY DOCK CORPORATION, LOS ANGELES, CALIF.

| | | | | | |
|--|-------|------------------|--|--------------|--|
| | 1,700 | (²) | San Francisco-Oakland Terminal Railways. | Ferry..... | |
| | 1,700 | (²) |do..... |do..... | |

MANITOWOC SHIPBUILDING CORPORATION, MANITOWOC, WIS.

| | | | | | |
|--------------------|-------|-----|----------------------------|-----------|--------------|
| John A. Kling..... | 4,900 | 10½ | Rockport Steamship Co..... | Coal..... | Aug. 5, 1922 |
|--------------------|-------|-----|----------------------------|-----------|--------------|

MARIETTA MANUFACTURING CO., POINT PLEASANT, W. VA.

| | | | | | |
|--------------|-----|------------------|-------------------------------|---------------|---------------|
| No. 121..... | 350 | (²) | Standard Oil Co. of Ohio..... | Bulk oil..... | Aug. —, 1922 |
| No. 122..... | 125 | (²) |do..... |do..... | Do. |
| No. 123..... | 125 | (²) | Builder's Account..... | River..... | Do. |
| No. 124..... | 300 | (²) | T. J. Hall & Co..... |do..... | Oct. —, 1922 |
| No. 125..... | 450 | (²) |do..... |do..... | Sept. —, 1922 |
| No. 126..... | 450 | (²) |do..... |do..... | Do. |
| No. 127..... | 450 | (²) |do..... |do..... | Do. |
| No. 128..... | 450 | (²) |do..... |do..... | Do. |
| No. 129..... | 450 | (²) | Western Rivers Co..... |do..... | Oct. —, 1922 |
| No. 130..... | 450 | (²) |do..... |do..... | Do. |
| No. 131..... | 450 | (²) |do..... |do..... | Do. |

NASHVILLE BRIDGE CO., NASHVILLE, TENN.

| | | | | | |
|--------------------|-----|------------------|--------------------------|--------------|--------------|
| T. L. Herbert..... | 500 | (²) | Nashville Supply Co..... | Sand..... | May —, 1922 |
| | 250 | (¹) | S. C. & C. M. Co..... | River..... | Mar. —, 1922 |
| | 250 | (¹) |do..... |do..... | Do. |

NEWPORT NEWS SHIPBUILDING & DRY DOCK CO., NEWPORT NEWS, VA.

| | | | | | |
|-----------|------------------|------------------|--------------------------------|------------|---------------|
| Ohio..... | (²) | (²) | Cox & Stevens, architects..... | Yacht..... | Sept. 1, 1922 |
|-----------|------------------|------------------|--------------------------------|------------|---------------|

¹ No power.² Not given.

2. STEEL MERCHANT VESSELS BUILDING, OR UNDER CONTRACT TO BE BUILT, FOR
PRIVATE SHIPOWNERS JULY 1, 1922—Continued.

NEW YORK SHIPBUILDING CORPORATION, CAMDEN, N. J.

| Name of hull number. | Gross tonnage. | Speed in knots. | Owner. | Trade. | Probable date of launch. |
|----------------------|----------------|-----------------|---------------------------------|----------------|---------------------------|
| Eurana..... | 6,795 | 11 | Builder's Account..... | Bulk oil..... | Indefinite. |
| No. 265..... | 6,795 | 11 |do..... |do..... | Do. |
| Kamoi..... | 10,300 | 15 | Imperial Japanese Navy..... | Fuel ship..... | June 8, 1922 ³ |
| No. 270..... | 950 | (1) | Rockland Transportation Co..... | Miscellaneous | Fall, 1922. |
| No. 271..... | 950 | (1) |do..... |do..... | Do. |
| No. 272..... | 950 | (1) |do..... |do..... | Do. |
| No. 273..... | 950 | (1) |do..... |do..... | Do. |
| No. 274..... | 950 | (1) |do..... |do..... | Do. |

THE PUSEY & JONES CO., WILMINGTON, DEL.

| | | | | | |
|------------------------|-------|----|------------------------|----------------|---------------|
| State of Maryland..... | 2,750 | 18 | Seaboard-Bay Line..... | Passenger..... | July 25, 1922 |
| State of Virginia..... | 2,750 | 18 |do..... |do..... | Sept. 7, 1922 |

RITER CONLEY CO., PITTSBURGH, PA.

| | | | | | |
|--------------|-----|-------|-------------------------|-------|-------|
| No. 301..... | 900 | ..... | Pittsburgh Coal Co..... | ..... | ..... |
| No. 302..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 303..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 304..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 305..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 306..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 307..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 308..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 309..... | 900 | ..... | .....do..... | ..... | ..... |
| No. 310..... | 900 | ..... | .....do..... | ..... | ..... |

STATEN ISLAND SHIPBUILDING CO., PORT RICHMOND, N. Y.

| | | | | | |
|--------------|-------|-------|-----------------------|----------------|----------------|
| No. 740..... | 1,538 | (2) | Erie Railroad..... | Ferry..... | Sept. 15, 1922 |
| No. 741..... | ..... | ..... | City of New York..... | Passenger..... | ..... |
| No. 742..... | ..... | ..... | .....do..... |do..... | ..... |
| No. 743..... | ..... | ..... | .....do..... |do..... | ..... |

SUN SHIPBUILDING CO., CHESTER, PA.

| | | | | | |
|-------------|-------|----|--|----------------|----------------|
| No. 42..... | 8,000 | 12 | Atlantic, Gulf & West Indies Steamship Line. | Bulk oil..... | (2) |
| No. 53..... | 4,700 | 17 | Inter-Island Steam Navigation Co. | Passenger..... | Sept. 15, 1922 |

TOLEDO SHIPBUILDING CO., TOLEDO, OHIO.

| | | | | | |
|--------------|-------|----|---------------------------------|--------------|--------------|
| No. 173..... | 677 | 15 | Detroit & Windsor Ferry Co..... | Ferry..... | — —, 1922 |
| No. 174..... | 8,200 | 12 | Kinsmay Transit Co..... | Freight..... | Nov. —, 1922 |

WM. CRAMP & SONS SHIP & ENGINE BUILDERS CO., PHILADELPHIA, PA.

| | | | | | |
|--------------|-----|-----|--|--------------|----------------------------|
| No. 506..... | 700 | (2) | Hainesport Mining & Transportation Co. | River..... | June 10, 1922 ³ |
| No. 507..... | 700 | (2) |do..... |do..... | June 16, 1922 ³ |
| No. 508..... | 700 | (2) |do..... |do..... | June 22, 1922 ³ |

¹ No power.² Not given.³ Launched.

Total vessels, 105; total tonnage, 204,544.

APPENDIX F.

WORLD TONNAGE, MOTIVE POWER, AND MATERIALS OF CONSTRUCTION.

The following tables give the latest information available as to the tonnage of the merchant marine of the world:

Tables 1 and 2 are from the annual volumes of the great classification societies—Lloyd's and the Bureau Veritas. The minimum tonnage recognized by these societies is considerably higher than the legal basis of official returns of any Government. The Bureau Veritas takes cognizance of sailing vessels of 50 gross tons and over only and Lloyd's of 100 net tons and over, while both societies take cognizance of steam and motor vessels of 100 gross tons and over only.

Table 3 is compiled from Lloyd's Register for 1922-23 and for a period of years and shows the motive power and chief materials of construction of the merchant marine of the countries of the world. It will be observed that both the number and tonnage of steam and motor vessels continue to increase while the number and tonnage of sailing vessels continue to decrease. Like figures for the United Kingdom, the British colonies, France, Germany, and Japan have been compiled from the same source.

Table 4 shows the vessels of 100 tons and over owned in the world according to Lloyd's returns.

Table 5 contains the essential parts of Lloyd's annual shipbuilding returns for the calendar year 1921.

Table 6 gives Lloyd's report of the construction, exclusive of war vessels, in progress in the world on June 30, 1922.

Table 7, prepared from Lloyd's register and the records in this office, is a statement of the world oil burners of 500 gross tons and over for the fiscal years 1920 and 1922. It shows the rapid increase in the use of oil-burning vessels.

Table 8, prepared from Lloyd's register and the records in this office, is a statement of the world tankers of 500 gross tons and over for the fiscal years 1920 and 1922. It shows the rapid increase in the use of bulk oil carriers.

1. NUMBER AND GROSS TONNAGE OF STEAM, MOTOR, AND SAILING VESSELS AS RECORDED BY THE BUREAU VERITAS FOR 1921-22.

The following table shows the number and gross tonnage of steamers and motors of 100 gross tons and over, and number and gross tonnage of sailing vessels of 50 gross tons and over, as given in the Répertoire Général of the Bureau Veritas for 1921-22:

| Flag. | Steamers. | | Motors. | | Total. | | Sailing vessels. | | Grand total. | |
|----------------|-----------|-------------|---------|-------------|--------|-------------|------------------|-------------|--------------|-------------|
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| American..... | 4,112 | 14,022,220 | 142 | 178,015 | 4,254 | 14,200,235 | 1,509 | 1,087,442 | 5,763 | 15,287,677 |
| British..... | 9,423 | 21,028,563 | 148 | 280,244 | 9,571 | 21,308,807 | 4,525 | 730,672 | 14,096 | 22,039,479 |
| French..... | 1,887 | 3,431,257 | 45 | 37,285 | 1,932 | 3,468,542 | 805 | 298,285 | 2,737 | 3,766,827 |
| Japanese..... | 1,730 | 3,245,727 | 6 | 4,588 | 1,736 | 3,250,315 | 1,820 | 271,360 | 3,556 | 3,521,675 |
| Italian..... | 1,959 | 2,580,313 | 26 | 46,676 | 985 | 2,626,989 | 1,015 | 213,632 | 2,000 | 2,840,621 |
| Norwegian..... | 1,493 | 2,234,407 | 131 | 123,168 | 1,624 | 2,357,575 | 874 | 240,434 | 2,498 | 2,598,009 |
| Dutch..... | 1,942 | 2,194,540 | 60 | 44,690 | 1,002 | 2,239,230 | 385 | 53,793 | 1,387 | 2,293,023 |
| German..... | 1,101 | 964,773 | 33 | 18,846 | 1,134 | 983,619 | 1,404 | 359,316 | 2,538 | 1,342,935 |
| Swedish..... | 963 | 952,412 | 80 | 113,264 | 1,043 | 1,065,676 | 1,082 | 163,667 | 2,125 | 1,229,343 |
| Spanish..... | 641 | 1,095,626 | 5 | 6,536 | 646 | 1,102,162 | 260 | 65,275 | 906 | 1,167,437 |
| Danish..... | 516 | 750,656 | 47 | 132,208 | 563 | 882,864 | 747 | 138,443 | 1,310 | 1,021,207 |
| Russian..... | 554 | 550,797 | 15 | 8,392 | 569 | 559,189 | 1,241 | 212,563 | 1,810 | 771,752 |
| Greek..... | 315 | 561,866 | 2 | 877 | 317 | 562,743 | 590 | 112,881 | 907 | 675,624 |
| Belgian..... | 245 | 540,278 | 1 | 2,888 | 246 | 543,166 | 15 | 6,746 | 261 | 549,912 |
| Brazilian..... | 295 | 467,495 | 4 | 5,588 | 299 | 473,083 | 92 | 27,244 | 391 | 500,327 |
| Finnish..... | 120 | 90,786 | 11 | 3,520 | 131 | 94,306 | 1,975 | 294,337 | 2,106 | 388,643 |

1. NUMBER AND GROSS TONNAGE OF STEAM, MOTOR, AND SAILING VESSELS AS RECORDED BY THE BUREAU VERITAS FOR 1921-22—Continued.

| Flag. | Steamers. | | Motors. | | Total. | | Sailing vessels. | | Grand total. | |
|----------------------|-----------|-------------|---------|-------------|--------|-------------|------------------|-------------|--------------|-------------|
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| Portuguese..... | 137 | 229,863 | 3 | 3,128 | 140 | 232,991 | 237 | 57,139 | 377 | 290,130 |
| Turkish..... | 80 | 56,964 | ..... | ..... | 80 | 56,964 | 946 | 198,368 | 1,026 | 255,332 |
| Argentine..... | 141 | 154,329 | 7 | 4,922 | 148 | 159,251 | 59 | 24,595 | 207 | 183,846 |
| Chinese..... | 106 | 161,706 | 3 | 1,630 | 109 | 163,336 | 7 | 865 | 116 | 164,201 |
| Chilean..... | 94 | 90,644 | 7 | 2,216 | 101 | 92,860 | 33 | 21,109 | 134 | 113,969 |
| Uruguayan..... | 28 | 60,855 | 1 | 1,106 | 29 | 61,961 | 44 | 20,834 | 73 | 82,795 |
| Rumanian..... | 41 | 77,239 | 1 | 3,015 | 42 | 80,290 | ..... | ..... | 42 | 80,290 |
| Cuban..... | 42 | 47,686 | 2 | 1,560 | 44 | 49,246 | 150 | 18,084 | 194 | 67,330 |
| Peruvian..... | 16 | 33,874 | ..... | ..... | 16 | 33,874 | 42 | 29,975 | 58 | 63,849 |
| Latvian..... | 8 | 9,227 | 2 | 278 | 10 | 9,505 | 295 | 46,900 | 305 | 56,405 |
| Mexican..... | 37 | 35,542 | ..... | ..... | 37 | 35,542 | 18 | 3,263 | 55 | 38,805 |
| Estonian..... | 9 | 8,794 | ..... | ..... | 9 | 8,794 | 112 | 12,580 | 121 | 21,374 |
| Honduran..... | 11 | 21,020 | ..... | ..... | 11 | 21,020 | ..... | ..... | 11 | 21,020 |
| Siamese..... | 17 | 16,867 | ..... | ..... | 17 | 16,867 | ..... | ..... | 17 | 16,867 |
| Egyptian..... | 12 | 9,810 | ..... | ..... | 12 | 9,810 | 5 | 2,009 | 17 | 11,819 |
| Bulgarian..... | 5 | 7,801 | ..... | ..... | 5 | 7,801 | ..... | ..... | 5 | 7,801 |
| Yugoslavian..... | 5 | 7,519 | ..... | ..... | 5 | 7,519 | ..... | ..... | 5 | 7,519 |
| Moroccan..... | 11 | 7,277 | ..... | ..... | 11 | 7,277 | ..... | ..... | 11 | 7,277 |
| Austrian..... | ..... | ..... | ..... | ..... | ..... | ..... | 92 | 7,080 | 92 | 7,080 |
| Venezuelan..... | 9 | 4,853 | ..... | ..... | 9 | 4,853 | 9 | 1,174 | 18 | 6,027 |
| Czechoslovakian..... | 1 | 5,735 | ..... | ..... | 1 | 5,735 | ..... | ..... | 1 | 5,735 |
| Sarawak..... | 5 | 3,675 | ..... | ..... | 5 | 3,675 | ..... | ..... | 5 | 3,675 |
| Colombian..... | 2 | 1,056 | ..... | ..... | 2 | 1,056 | 3 | 1,007 | 5 | 2,063 |
| Montenegrin..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 1,477 | 5 | 1,477 |
| Zanzibar..... | 2 | 1,220 | ..... | ..... | 2 | 1,220 | ..... | ..... | 2 | 1,220 |
| Haytian..... | 3 | 1,190 | ..... | ..... | 3 | 1,190 | ..... | ..... | 3 | 1,190 |
| Panamanian..... | ..... | ..... | 1 | 1,141 | 1 | 1,141 | ..... | ..... | 1 | 1,141 |
| Albanese..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 1,018 | 4 | 1,018 |
| Paraguayan..... | 2 | 757 | ..... | ..... | 2 | 757 | ..... | ..... | 2 | 757 |
| Polish..... | 2 | 612 | ..... | ..... | 2 | 612 | ..... | ..... | 2 | 612 |
| Tunisian..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | 589 | 6 | 589 |
| Dominican..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | 415 | 4 | 415 |
| Various..... | 6 | 6,254 | ..... | ..... | 6 | 6,254 | 11 | 6,056 | 17 | 12,310 |
| Unknown..... | 84 | 229,839 | 2 | 5,350 | 86 | 235,189 | 52 | 14,884 | 138 | 250,073 |
| Total..... | 26,212 | 56,003,924 | 785 | 1,031,167 | 26,997 | 57,035,091 | 20,473 | 4,745,511 | 47,470 | 61,780,602 |

2. NUMBER, GROSS TONNAGE, AND DESCRIPTION OF VESSELS OF 100 TONS AND UPWARD BELONGING TO EACH OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER, 1922-23.

| Flag. | Steamers and motor vessels. | | | | | | | |
|----------------------------|-----------------------------|-------------|-------|-------------|---------------------|-------------|--------|-------------|
| | Steel. | | Iron. | | Wood and composite. | | Total. | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| British: | | | | | | | | |
| United Kingdom..... | 7,558 | 18,803,440 | 683 | 249,844 | 189 | 35,354 | 8,430 | 19,088,638 |
| Australia and New Zealand— | 390 | 677,412 | 65 | 25,004 | 140 | 44,798 | 595 | 747,214 |
| Coast..... | 337 | 803,233 | 27 | 18,261 | 193 | 72,824 | 557 | 894,318 |
| Lakes..... | 66 | 164,187 | 6 | 5,873 | | | 72 | 170,070 |
| Hongkong..... | 82 | 218,435 | 6 | 8,285 | 5 | 1,393 | 93 | 228,113 |
| India and Ceylon..... | 146 | 209,613 | 11 | 8,318 | 9 | 5,579 | 166 | 223,510 |
| Other dominions..... | 236 | 198,277 | 52 | 33,948 | 62 | 30,921 | 350 | 263,146 |
| Total..... | 8,815 | 21,074,597 | 850 | 349,543 | 598 | 190,869 | 10,263 | 21,615,009 |
| American (U. S.): | | | | | | | | |
| Sea..... | 2,828 | 12,260,793 | 114 | 181,380 | 823 | 1,134,467 | 3,765 | 13,576,640 |
| Northern lakes..... | 462 | 2,148,015 | 7 | 7,889 | | | 469 | 2,155,904 |
| Philippine Islands..... | 34 | 42,403 | 22 | 21,079 | 41 | 12,436 | 97 | 75,918 |
| Total..... | 3,324 | 14,451,211 | 143 | 210,348 | 864 | 1,146,903 | 4,331 | 15,808,462 |
| Argentine..... | 144 | 144,045 | 22 | 12,880 | 7 | 4,663 | 173 | 161,588 |
| Belgian..... | 258 | 562,066 | 5 | 1,988 | 7 | 7,020 | 270 | 571,074 |
| Brazilian..... | 314 | 433,533 | 30 | 33,616 | 5 | 2,295 | 349 | 469,444 |
| Chilean..... | 71 | 93,457 | 20 | 22,574 | 16 | 5,091 | 107 | 121,122 |
| Chinese..... | 95 | 156,424 | 16 | 18,267 | 23 | 13,697 | 134 | 188,388 |
| Cuban..... | 33 | 45,046 | 7 | 5,377 | 9 | 4,756 | 49 | 55,179 |
| Danish..... | 524 | 918,936 | 44 | 25,112 | 54 | 19,094 | 622 | 963,142 |
| Danzig..... | 31 | 93,104 | 5 | 3,736 | 2 | 662 | 38 | 97,502 |
| Dutch..... | 1,046 | 2,598,039 | 46 | 15,012 | 8 | 4,434 | 1,100 | 2,617,485 |
| Esthonian..... | 26 | 25,864 | 11 | 5,978 | 1 | 307 | 38 | 32,149 |
| Finnish..... | 85 | 90,702 | 31 | 12,013 | 74 | 20,239 | 190 | 122,954 |
| Fiume..... | 53 | 77,041 | 6 | 3,645 | 4 | 524 | 63 | 81,210 |
| French..... | 1,415 | 3,205,259 | 137 | 97,645 | 171 | 234,478 | 1,723 | 3,537,382 |
| German..... | 1,427 | 1,730,763 | 98 | 52,591 | 8 | 2,413 | 1,533 | 1,785,767 |
| Greek..... | 241 | 585,988 | 108 | 67,132 | 12 | 4,484 | 361 | 657,604 |
| Italian..... | 754 | 2,447,494 | 150 | 152,400 | 112 | 98,828 | 1,016 | 2,698,722 |
| Japanese..... | 1,201 | 3,214,691 | 81 | 110,085 | 744 | 262,142 | 2,026 | 3,586,918 |
| Latvian..... | 27 | 26,834 | 8 | 5,051 | 2 | 413 | 37 | 32,298 |
| Norwegian..... | 1,310 | 2,249,686 | 142 | 87,740 | 264 | 80,254 | 1,716 | 2,417,680 |
| Peruvian..... | 23 | 59,871 | 3 | 2,789 | 4 | 5,703 | 30 | 68,363 |
| Portuguese..... | 126 | 218,706 | 14 | 11,916 | 15 | 6,717 | 155 | 237,339 |
| Rumanian..... | 29 | 70,299 | 2 | 1,998 | | | 31 | 72,297 |
| Spanish..... | 503 | 1,065,026 | 160 | 122,372 | 117 | 27,878 | 780 | 1,215,276 |
| Swedish..... | 650 | 835,190 | 209 | 160,844 | 203 | 43,998 | 1,122 | 1,040,032 |
| Uruguayan..... | 31 | 60,331 | 6 | 3,220 | 4 | 1,714 | 41 | 65,265 |
| Yugoslavian..... | 55 | 78,352 | 9 | 2,721 | 1 | 131 | 65 | 81,204 |
| Other countries..... | 535 | 550,771 | 171 | 96,064 | 38 | 16,474 | 744 | 663,309 |
| Flags not recorded..... | 104 | 239,568 | 31 | 30,416 | 13 | 8,804 | 148 | 278,788 |
| Total..... | 23,250 | 57,402,894 | 2,625 | 1,725,073 | 3,380 | 2,214,985 | 29,255 | 61,342,952 |

2. NUMBER, GROSS TONNAGE, AND DESCRIPTION OF VESSELS OF 100 TONS AND UPWARD BELONGING TO EACH OF THE SEVERAL COUNTRIES OF THE WORLD, AS RECORDED IN LLOYD'S REGISTER, 1922-23—Continued.

| Flag. | Sailing vessels. | | | | | | | | Grand total. | |
|--------------------------------|------------------|-------------|-------|-------------|---------------------|-------------|--------|-------------|--------------|-------------|
| | Steel. | | Iron. | | Wood and composite. | | Total. | | | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| British: | | | | | | | | | | |
| United Kingdom..... | 248 | 164,037 | 50 | 20,253 | 121 | 22,709 | 419 | 206,999 | 8,849 | 19,295,637 |
| Australia and New Zealand..... | 6 | 5,847 | 12 | 7,746 | 23 | 5,231 | 41 | 18,824 | 636 | 766,038 |
| Canada— | | | | | | | | | | |
| Coast..... | 10 | 17,334 | 3 | 2,892 | 307 | 106,440 | 320 | 126,666 | 877 | 1,020,984 |
| Lakes..... | | | | | | | | | 72 | 170,070 |
| Hongkong..... | 1 | 3,756 | | | | | 1 | 3,756 | 94 | 231,869 |
| India and Ceylon..... | 1 | 990 | | | 47 | 10,600 | 48 | 11,590 | 214 | 235,100 |
| Other dominions..... | 17 | 8,090 | 14 | 5,197 | 198 | 46,389 | 229 | 59,676 | 579 | 322,822 |
| Total..... | 283 | 200,054 | 79 | 36,088 | 696 | 191,369 | 1,058 | 427,511 | 11,321 | 22,042,520 |
| American (U. S.): | | | | | | | | | | |
| Sea..... | 92 | 169,172 | 43 | 58,248 | 986 | 934,446 | 1,121 | 1,161,866 | 4,886 | 14,738,506 |
| Northern lakes..... | 26 | 91,786 | | | | | 26 | 91,786 | 495 | 2,247,690 |
| Philippine Islands..... | | | | | 2 | 346 | 2 | 346 | 99 | 76,264 |
| Total..... | 118 | 260,958 | 43 | 58,248 | 988 | 934,792 | 1,149 | 1,253,998 | 5,480 | 17,062,460 |
| Argentine..... | 25 | 12,827 | 5 | 3,566 | 13 | 3,574 | 43 | 19,967 | 216 | 181,555 |
| Belgian..... | 3 | 6,751 | 1 | 1,423 | 1 | 229 | 5 | 8,403 | 275 | 579,477 |
| Brazilian..... | 9 | 4,423 | 5 | 7,443 | 36 | 11,261 | 50 | 23,127 | 399 | 492,571 |
| Chilian..... | | | 4 | 4,628 | 15 | 5,651 | 19 | 10,279 | 126 | 131,401 |
| Chinese..... | | | | | | | | | 134 | 188,388 |
| Cuban..... | 4 | 3,513 | 3 | 2,249 | 9 | 1,736 | 16 | 7,498 | 65 | 62,677 |
| Danish..... | 25 | 19,144 | 14 | 18,491 | 161 | 37,361 | 200 | 74,996 | 822 | 1,038,138 |
| Danzig..... | 4 | 9,729 | | | | | 4 | 9,729 | 42 | 107,231 |
| Dutch..... | 48 | 9,953 | 1 | 1,152 | 15 | 4,123 | 64 | 15,228 | 1,164 | 2,632,713 |
| Esthonian..... | 1 | 178 | | | 59 | 12,932 | 60 | 13,110 | 98 | 45,259 |
| Finnish..... | 26 | 41,270 | 12 | 18,421 | 124 | 31,026 | 162 | 90,717 | 352 | 213,671 |
| Fiume..... | | | | | 1 | 152 | 1 | 152 | 64 | 81,362 |
| French..... | 116 | 232,950 | 6 | 8,175 | 249 | 67,285 | 371 | 308,410 | 2,094 | 3,845,792 |
| German..... | 152 | 88,492 | 5 | 3,632 | 33 | 9,517 | 190 | 101,641 | 1,723 | 1,887,408 |
| Greek..... | 2 | 4,240 | 1 | 1,042 | 15 | 5,241 | 18 | 10,523 | 379 | 668,127 |
| Italian..... | 31 | 43,941 | 27 | 33,864 | 339 | 89,808 | 397 | 167,613 | 1,413 | 2,866,335 |
| Japanese..... | | | | | | | | | 2,026 | 3,586,918 |
| Latvian..... | | | | | 30 | 7,826 | 30 | 7,826 | 67 | 40,124 |
| Norwegian..... | 54 | 88,438 | 53 | 77,029 | 29 | 17,714 | 136 | 183,181 | 1,852 | 2,600,861 |
| Peruvian..... | 4 | 8,232 | 5 | 9,086 | 35 | 15,528 | 44 | 32,846 | 74 | 101,209 |
| Portuguese..... | 4 | 5,157 | 2 | 1,827 | 125 | 41,555 | 131 | 48,539 | 286 | 285,878 |
| Rumanian..... | | | | | | | | | 31 | 72,297 |
| Spanish..... | 7 | 7,791 | 11 | 16,661 | 175 | 43,029 | 193 | 67,481 | 973 | 1,282,757 |
| Swedish..... | 19 | 16,845 | 14 | 16,600 | 190 | 41,898 | 223 | 75,343 | 1,345 | 1,115,375 |
| Uruguayan..... | 2 | 3,766 | 6 | 6,036 | 4 | 1,244 | 12 | 11,046 | 53 | 76,311 |
| Yugoslavian..... | | | | | | | | | 65 | 81,204 |
| Other countries..... | 19 | 18,312 | 1 | 1,909 | 35 | 8,105 | 55 | 28,326 | 799 | 691,635 |
| Flags not recorded..... | 10 | 18,022 | 1 | 1,009 | 38 | 11,313 | 49 | 30,344 | 197 | 309,132 |
| Total..... | 966 | 1,104,986 | 299 | 328,579 | 3,415 | 1,594,269 | 4,680 | 3,027,834 | 33,935 | 64,370,786 |

NOTES.—A considerable number of vessels which are not yet completed appear in Table 2. Steamers of less than 100 tons gross and sailing vessels of less than 100 tons net are not included. Vessels trading on the Caspian Sea and wood vessels trading on the Great Lakes of North America are not included.

In the absence of satisfactory information, the records of most of the sailing vessels belonging to Greece, Turkey, and southern Russia are omitted from Table 2.

Japanese sailing vessels are not recorded in Lloyd's Register and therefore do not appear in Table 2.

Under the heading of "Flag not recorded" are included all vessels entered in Lloyd's Register without record of flag.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE.

[Recorded in Lloyd's Register, 100 tons or over.]

THE WORLD.

| Year. | Power. | Steel and iron. | | Wood and composite. | | Total. | |
|----------|-------------------------|-----------------|--------------|---------------------|--------------|----------------|--------------|
| | | <i>Number.</i> | <i>Tons.</i> | <i>Number.</i> | <i>Tons.</i> | <i>Number.</i> | <i>Tons.</i> |
| 1895.... | Steam..... | 12,093 | 16,470,890 | 1,163 | 417,081 | 13,256 | 16,887,971 |
| | Sail..... | 2,472 | 2,963,772 | 14,640 | 5,255,889 | 17,039 | 8,219,661 |
| | Total..... | 14,565 | 19,434,662 | 15,803 | 5,672,970 | 30,295 | 25,107,632 |
| 1900.... | Steam..... | 14,548 | 21,915,120 | 1,350 | 454,238 | 15,898 | 22,369,358 |
| | Sail..... | 2,468 | 2,991,686 | 10,056 | 3,682,684 | 12,524 | 6,674,370 |
| | Total..... | 17,016 | 24,906,806 | 11,406 | 4,136,922 | 28,422 | 29,043,728 |
| 1905.... | Steam..... | 17,618 | 29,451,157 | 1,535 | 512,235 | 19,153 | 29,963,392 |
| | Sail..... | 2,522 | 3,039,665 | 8,081 | 2,997,836 | 10,603 | 6,037,501 |
| | Total..... | 20,140 | 32,490,822 | 9,616 | 3,510,071 | 29,756 | 36,000,893 |
| 1910.... | Steam..... | 20,403 | 36,760,232 | 1,605 | 521,463 | 22,088 | 37,290,695 |
| | Sail..... | 2,115 | 2,508,067 | 5,935 | 2,116,003 | 8,050 | 4,624,070 |
| | Total..... | 22,518 | 39,277,299 | 7,540 | 2,637,466 | 30,138 | 41,914,765 |
| 1914.... | Steam..... | 22,925 | 44,933,878 | 1,519 | 469,999 | 24,443 | 45,403,877 |
| | Sail..... | 1,786 | 2,095,429 | 4,606 | 1,590,246 | 6,392 | 3,685,675 |
| | Total..... | 24,710 | 46,994,307 | 6,525 | 2,060,245 | 30,835 | 49,089,552 |
| 1915.... | Steam..... | 22,997 | 45,258,061 | 1,511 | 471,147 | 24,508 | 45,729,208 |
| | Sail..... | 1,739 | 2,007,396 | 4,473 | 1,525,165 | 6,212 | 3,532,561 |
| | Total..... | 24,736 | 47,265,457 | 5,984 | 1,996,312 | 30,720 | 49,261,769 |
| 1916.... | Steam..... | 22,629 | 44,780,514 | 1,503 | 467,210 | 24,132 | 45,247,724 |
| | Sail..... | 1,708 | 1,970,338 | 4,327 | 1,465,074 | 6,035 | 3,435,412 |
| | Total..... | 24,337 | 46,750,852 | 5,830 | 1,932,284 | 30,167 | 48,683,136 |
| 1919.... | Steam..... | 21,889 | 45,870,034 | 2,497 | 2,027,373 | 24,386 | 47,897,407 |
| | Sail ¹ | 1,288 | 1,535,660 | 3,581 | 1,486,206 | 4,869 | 3,021,866 |
| | Total..... | 23,177 | 47,405,694 | 6,078 | 3,513,579 | 29,255 | 50,919,273 |
| 1920.... | Steam..... | 23,382 | 51,661,148 | 3,131 | 2,243,540 | 26,513 | 53,904,688 |
| | Sail..... | 1,314 | 1,524,060 | 3,768 | 1,885,317 | 5,082 | 3,409,377 |
| | Total..... | 24,696 | 53,185,208 | 6,899 | 4,128,857 | 31,595 | 57,314,065 |
| 1921.... | Steam..... | 25,057 | 56,544,323 | 3,376 | 2,302,002 | 28,433 | 58,846,325 |
| | Sail..... | 1,302 | 1,494,651 | 3,471 | 1,633,677 | 4,773 | 3,128,328 |
| | Total..... | 26,359 | 58,038,974 | 6,847 | 3,935,679 | 33,206 | 61,974,653 |
| 1922.... | Steam..... | 25,875 | 59,127,967 | 3,380 | 2,214,985 | 29,255 | 61,342,952 |
| | Sail..... | 1,265 | 1,433,565 | 3,415 | 1,594,269 | 4,680 | 3,027,834 |
| | Total..... | 27,140 | 60,561,532 | 6,795 | 3,809,254 | 33,935 | 64,370,786 |

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

UNITED KINGDOM.

| Year. | Power. | Steel and iron. | | Wood and composite. | | Total. | |
|----------|---------------------------|-----------------|--------------|---------------------|--------------|----------------|--------------|
| | | <i>Number.</i> | <i>Tons.</i> | <i>Number.</i> | <i>Tons.</i> | <i>Number.</i> | <i>Tons.</i> |
| 1895.... | (Steam.....) | 6,325 | 9,676,047 | 116 | 18,521 | 6,441 | 9,694,568 |
| | (Sail.....) | 1,045 | 2,168,451 | 1,105 | 233,703 | 2,750 | 2,402,154 |
| | Total..... | 7,970 | 11,844,498 | 1,221 | 252,224 | 9,191 | 12,096,722 |
| 1900.... | (Steam.....) | 6,900 | 11,493,026 | 114 | 18,431 | 7,014 | 11,511,457 |
| | (Sail.....) | 1,156 | 1,588,970 | 728 | 134,321 | 1,884 | 1,723,291 |
| | Total..... | 8,056 | 13,081,996 | 842 | 152,752 | 8,898 | 13,234,748 |
| 1905.... | (Steam.....) | 7,789 | 14,478,338 | 96 | 15,589 | 7,885 | 14,493,927 |
| | (Sail.....) | 900 | 1,213,039 | 550 | 92,326 | 1,450 | 1,305,365 |
| | Total..... | 8,689 | 15,691,377 | 646 | 107,915 | 9,335 | 15,799,292 |
| 1910.... | (Steam.....) | 8,368 | 16,751,795 | 81 | 12,153 | 8,449 | 16,763,948 |
| | (Sail.....) | 554 | 584,568 | 399 | 63,427 | 953 | 647,995 |
| | Total..... | 8,922 | 17,436,363 | 480 | 75,580 | 9,402 | 17,511,943 |
| 1914.... | (Steam.....) | 8,493 | 18,877,115 | 94 | 14,974 | 8,587 | 18,892,089 |
| | (Sail.....) | 345 | 317,250 | 308 | 47,427 | 653 | 364,677 |
| | Total..... | 8,838 | 19,194,365 | 402 | 62,401 | 9,240 | 19,256,766 |
| 1915.... | (Steam.....) | 8,577 | 19,220,132 | 98 | 15,573 | 8,675 | 19,235,705 |
| | (Sail.....) | 329 | 263,986 | 281 | 41,677 | 610 | 305,663 |
| | Total..... | 8,906 | 19,484,118 | 379 | 57,250 | 9,285 | 19,541,368 |
| 1916.... | (Steam.....) | 8,355 | 18,809,574 | 99 | 15,782 | 8,454 | 18,825,356 |
| | (Sail.....) | 345 | 269,741 | 270 | 39,760 | 615 | 309,501 |
| | Total..... | 8,700 | 19,079,315 | 369 | 55,542 | 9,069 | 19,134,857 |
| 1919.... | (Steam.....) | 7,386 | 16,266,752 | 149 | 78,091 | 7,535 | 16,344,843 |
| | (Sail ¹) | 271 | 181,282 | 158 | 29,364 | 429 | 210,646 |
| | Total..... | 7,657 | 16,448,034 | 307 | 107,437 | 7,964 | 16,555,471 |
| 1920.... | (Steam.....) | 7,949 | 18,075,169 | 164 | 35,484 | 8,113 | 18,110,653 |
| | (Sail.....) | 299 | 190,313 | 149 | 29,458 | 448 | 219,771 |
| | Total..... | 8,248 | 18,265,482 | 313 | 64,942 | 8,561 | 18,330,424 |
| 1921.... | (Steam.....) | 8,393 | 19,288,398 | 186 | 31,655 | 8,579 | 19,320,053 |
| | (Sail.....) | 326 | 227,583 | 129 | 23,918 | 455 | 251,501 |
| | Total..... | 8,719 | 19,515,981 | 315 | 55,573 | 9,034 | 19,571,554 |
| 1922.... | (Steam.....) | 8,241 | 19,053,284 | 189 | 35,354 | 8,430 | 19,088,638 |
| | (Sail.....) | 298 | 184,290 | 121 | 22,709 | 419 | 206,999 |
| | Total..... | 8,539 | 19,237,574 | 310 | 58,063 | 8,849 | 19,295,637 |

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

BRITISH COLONIES.

| Year. | Power. | Steel and iron. | | Wood and composite. | | Total. | |
|---------|------------|-----------------|-----------|---------------------|---------|---------|-----------|
| | | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1895... | Steam..... | 580 | 448,107 | 278 | 88,414 | 858 | 536,521 |
| | Sail..... | 65 | 40,718 | 1,353 | 531,545 | 1,418 | 572,263 |
| | Total..... | 645 | 488,825 | 1,631 | 619,959 | 2,276 | 1,108,784 |
| 1900... | Steam..... | 635 | 557,751 | 251 | 68,789 | 886 | 626,540 |
| | Sail..... | 69 | 47,711 | 927 | 326,915 | 996 | 374,626 |
| | Total..... | 704 | 605,462 | 1,178 | 395,704 | 1,882 | 1,001,166 |
| 1905... | Steam..... | 797 | 814,749 | 314 | 87,543 | 1,111 | 902,292 |
| | Sail..... | 90 | 57,324 | 776 | 228,151 | 866 | 285,475 |
| | Total..... | 887 | 872,073 | 1,090 | 315,694 | 1,977 | 1,187,767 |
| 1910... | Steam..... | 995 | 1,189,067 | 357 | 91,650 | 1,352 | 1,280,717 |
| | Sail..... | 78 | 49,234 | 613 | 149,481 | 691 | 198,715 |
| | Total..... | 1,073 | 1,238,301 | 970 | 241,131 | 2,043 | 1,479,432 |
| 1914... | Steam..... | 1,201 | 1,547,279 | 335 | 84,438 | 1,536 | 1,631,617 |
| | Sail..... | 76 | 51,465 | 476 | 105,201 | 552 | 156,666 |
| | Total..... | 1,277 | 1,598,744 | 811 | 189,539 | 2,088 | 1,788,283 |
| 1915... | Steam..... | 1,210 | 1,508,485 | 323 | 86,728 | 1,543 | 1,595,213 |
| | Sail..... | 71 | 41,605 | 454 | 95,882 | 525 | 137,487 |
| | Total..... | 1,281 | 1,550,090 | 777 | 182,610 | 2,058 | 1,732,700 |
| 1916... | Steam..... | 1,241 | 1,553,012 | 335 | 85,513 | 1,576 | 1,638,525 |
| | Sail..... | 69 | 39,956 | 427 | 88,661 | 496 | 128,617 |
| | Total..... | 1,310 | 1,592,968 | 762 | 174,174 | 2,072 | 1,767,142 |
| 1919... | Steam..... | 1,234 | 1,701,504 | 376 | 161,861 | 1,610 | 1,863,365 |
| | Sail..... | 70 | 50,345 | 461 | 138,694 | 531 | 189,039 |
| | Total..... | 1,304 | 1,751,849 | 838 | 300,555 | 2,142 | 2,052,404 |
| 1920... | Steam..... | 1,270 | 1,889,100 | 396 | 143,127 | 1,666 | 2,032,227 |
| | Sail..... | 68 | 50,102 | 536 | 169,889 | 604 | 219,991 |
| | Total..... | 1,338 | 1,939,202 | 932 | 313,026 | 2,270 | 2,252,228 |
| 1921... | Steam..... | 1,339 | 2,113,314 | 406 | 155,239 | 1,745 | 2,268,553 |
| | Sail..... | 66 | 47,608 | 588 | 183,083 | 654 | 230,691 |
| | Total..... | 1,405 | 2,160,922 | 994 | 338,322 | 2,399 | 2,499,244 |
| 1922... | Steam..... | 1,424 | 2,626,070 | 409 | 155,515 | 1,833 | 2,781,585 |
| | Sail..... | 64 | 51,852 | 575 | 168,660 | 639 | 220,512 |
| | Total..... | 1,488 | 2,677,922 | 984 | 324,175 | 2,472 | 3,002,097 |

¹Gross tons beginning with 1919

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

FRANCE.

| Year. | Power. | Steel and iron. | | Wood and composite. | | Total. | |
|----------|-------------------------|-----------------|-----------|---------------------|---------|---------|-----------|
| | | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1895.... | Steam..... | 559 | 900,885 | 10 | 1,533 | 569 | 902,418 |
| | Sail..... | 94 | 92,296 | 496 | 97,910 | 590 | 190,206 |
| | Total..... | 653 | 993,182 | 506 | 99,443 | 1,159 | 1,092,625 |
| 1900.... | Steam..... | 650 | 1,050,010 | 11 | 1,619 | 661 | 1,051,629 |
| | Sail..... | 165 | 231,354 | 386 | 66,657 | 551 | 298,011 |
| | Total..... | 815 | 1,281,364 | 397 | 68,276 | 1,212 | 1,349,640 |
| 1905.... | Steam..... | 751 | 1,258,818 | 13 | 2,155 | 764 | 1,260,973 |
| | Sail..... | 220 | 374,405 | 513 | 92,660 | 733 | 467,065 |
| | Total..... | 971 | 1,623,223 | 526 | 94,815 | 1,497 | 1,718,038 |
| 1910.... | Steam..... | 859 | 1,445,422 | 16 | 2,750 | 875 | 1,448,172 |
| | Sail..... | 190 | 361,687 | 400 | 72,421 | 590 | 434,108 |
| | Total..... | 1,049 | 1,807,109 | 416 | 75,171 | 1,465 | 1,882,280 |
| 1914.... | Steam..... | 1,003 | 1,918,496 | 22 | 3,790 | 1,025 | 1,922,286 |
| | Sail..... | 166 | 326,158 | 385 | 70,944 | 551 | 397,152 |
| | Total..... | 1,169 | 2,244,654 | 407 | 74,784 | 1,576 | 2,319,438 |
| 1915.... | Steam..... | 994 | 1,905,819 | 22 | 3,790 | 1,016 | 1,909,609 |
| | Sail..... | 156 | 307,741 | 367 | 68,378 | 523 | 376,119 |
| | Total..... | 1,150 | 2,213,560 | 389 | 72,168 | 1,539 | 2,285,728 |
| 1916.... | Steam..... | 978 | 1,847,556 | 20 | 3,564 | 998 | 1,851,120 |
| | Sail..... | 152 | 298,818 | 360 | 66,705 | 512 | 365,523 |
| | Total..... | 1,130 | 2,146,374 | 380 | 70,269 | 1,510 | 2,216,643 |
| 1919.... | Steam..... | 1,006 | 1,827,461 | 93 | 134,292 | 1,099 | 1,961,753 |
| | Sail ¹ | 103 | 203,099 | 238 | 68,779 | 341 | 271,878 |
| | Total..... | 1,109 | 2,030,560 | 331 | 203,071 | 1,440 | 2,233,631 |
| 1920.... | Steam..... | 1,218 | 2,698,484 | 182 | 264,745 | 1,400 | 2,963,229 |
| | Sail..... | 106 | 211,130 | 252 | 70,835 | 358 | 281,965 |
| | Total..... | 1,324 | 2,909,614 | 434 | 335,580 | 1,758 | 3,245,194 |
| 1921.... | Steam..... | 1,483 | 3,045,631 | 179 | 253,164 | 1,662 | 3,298,795 |
| | Sail..... | 137 | 286,338 | 245 | 67,116 | 382 | 353,454 |
| | Total..... | 1,620 | 3,331,969 | 424 | 320,280 | 2,044 | 3,652,249 |
| 1922.... | Steam..... | 1,552 | 3,302,904 | 171 | 234,478 | 1,723 | 3,537,382 |
| | Sail..... | 122 | 241,125 | 249 | 67,285 | 371 | 308,410 |
| | Total..... | 1,674 | 3,544,029 | 420 | 301,763 | 2,094 | 3,845,792 |

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

GERMANY.

| Year. | Power. | Steel and iron. | | Wood and composite. | | Total. | |
|---------|-------------------------|-----------------|-----------|---------------------|---------|---------|-----------|
| | | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1895... | Steam..... | 952 | 1,343,153 | 1 | 204 | 953 | 1,343,357 |
| | Sail..... | 309 | 362,184 | 462 | 175,213 | 771 | 537,397 |
| | Total..... | 1,261 | 1,705,337 | 463 | 175,417 | 1,724 | 1,880,754 |
| 1900... | Steam..... | 1,204 | 2,158,717 | 1 | 203 | 1,205 | 2,158,920 |
| | Sail..... | 352 | 411,228 | 145 | 76,901 | 497 | 488,129 |
| | Total..... | 1,556 | 2,569,945 | 146 | 77,104 | 1,702 | 2,647,049 |
| 1905... | Steam..... | 1,555 | 3,093,560 | ..... | ..... | 1,555 | 3,093,560 |
| | Sail..... | 381 | 444,632 | 57 | 26,146 | 438 | 470,778 |
| | Total..... | 1,936 | 3,538,192 | 57 | 26,146 | 1,993 | 3,564,338 |
| 1910... | Steam..... | 1,821 | 3,959,147 | ..... | ..... | 1,821 | 3,959,147 |
| | Sail..... | 323 | 350,847 | 30 | 13,537 | 353 | 373,384 |
| | Total..... | 2,144 | 4,318,994 | 30 | 13,537 | 2,174 | 4,332,531 |
| 1914... | Steam..... | 2,082 | 5,133,129 | 8 | 1,591 | 2,090 | 5,134,720 |
| | Sail..... | 279 | 314,962 | 19 | 9,614 | 298 | 324,576 |
| | Total..... | 2,360 | 5,413,091 | 27 | 11,205 | 2,388 | 5,459,296 |
| 1915... | Steam..... | 1,891 | 4,417,923 | 6 | 1,244 | 1,897 | 4,419,167 |
| | Sail..... | 257 | 280,544 | 12 | 6,316 | 269 | 286,860 |
| | Total..... | 2,148 | 4,698,467 | 18 | 7,560 | 2,166 | 4,706,027 |
| 1916... | Steam..... | 1,701 | 3,888,845 | 7 | 1,697 | 1,708 | 3,890,542 |
| | Sail..... | 233 | 254,694 | 12 | 6,316 | 245 | 261,010 |
| | Total..... | 1,934 | 4,143,539 | 19 | 8,013 | 1,953 | 4,151,552 |
| 1919... | Steam..... | 1,541 | 3,246,850 | 2 | 403 | 1,543 | 3,247,253 |
| | Sail ¹ | 203 | 248,434 | 22 | 7,693 | 225 | 256,127 |
| | Total..... | 1,744 | 3,495,284 | 24 | 8,096 | 1,768 | 3,503,380 |
| 1920... | Steam..... | 900 | 419,229 | 1 | 209 | 901 | 419,438 |
| | Sail..... | 210 | 244,872 | 27 | 8,361 | 237 | 253,233 |
| | Total..... | 1,110 | 664,101 | 28 | 8,570 | 1,138 | 672,671 |
| 1921... | Steam..... | 1,088 | 654,073 | 2 | 334 | 1,090 | 654,407 |
| | Sail..... | 127 | 51,660 | 38 | 11,383 | 165 | 63,043 |
| | Total..... | 1,215 | 705,733 | 40 | 11,717 | 1,255 | 717,450 |
| 1922... | Steam..... | 1,525 | 1,783,354 | 8 | 2,413 | 1,533 | 1,785,767 |
| | Sail..... | 157 | 92,124 | 33 | 9,517 | 190 | 101,641 |
| | Total..... | 1,682 | 1,875,478 | 41 | 11,930 | 1,723 | 1,887,408 |

¹ Gross tons beginning with 1919.

3. MOTIVE POWER AND CHIEF MATERIALS OF CONSTRUCTION OF THE WORLD'S MERCHANT MARINE—Continued.

JAPAN.¹

| Year. | Power. | Steel and iron. | | Wood and composite. | | Total. | |
|----------|-------------------------|-----------------|-----------|---------------------|---------|---------|-----------|
| | | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1895.... | Steam..... | 160 | 238,015 | 173 | 39,087 | 333 | 277,092 |
| | Sail..... | 1 | 499 | 79 | 20,934 | 80 | 21,433 |
| | Total..... | 161 | 238,504 | 252 | 60,021 | 413 | 298,525 |
| 1900.... | Steam..... | 222 | 427,958 | 253 | 56,057 | 475 | 484,015 |
| | Sail..... | 1 | 945 | 580 | 84,930 | 581 | 85,875 |
| | Total..... | 223 | 428,903 | 833 | 140,987 | 1,056 | 569,890 |
| 1905.... | Steam..... | 378 | 788,943 | 299 | 75,225 | 677 | 864,168 |
| | Sail..... | | | 6 | 2,713 | 6 | 2,713 |
| | Total..... | 378 | 788,943 | 305 | 77,938 | 683 | 866,881 |
| 1910.... | Steam..... | 532 | 1,064,169 | 306 | 78,053 | 838 | 1,142,222 |
| | Sail..... | | | 5 | 2,245 | 5 | 2,245 |
| | Total..... | 532 | 1,064,169 | 311 | 80,298 | 843 | 1,144,467 |
| 1914.... | Steam..... | 827 | 1,642,189 | 276 | 66,197 | 1,103 | 1,708,386 |
| | Sail..... | | | | | | |
| | Total..... | 827 | 1,642,189 | 276 | 66,197 | 1,103 | 1,708,386 |
| 1915.... | Steam..... | 870 | 1,758,612 | 285 | 67,456 | 1,155 | 1,826,068 |
| | Sail..... | | | | | | |
| | Total..... | 870 | 1,758,612 | 285 | 67,456 | 1,155 | 1,826,068 |
| 1916.... | Steam..... | 873 | 1,781,462 | 278 | 65,991 | 1,151 | 1,847,453 |
| | Sail..... | | | | | | |
| | Total..... | 873 | 1,781,462 | 278 | 65,991 | 1,151 | 1,847,453 |
| 1919.... | Steam..... | 1,034 | 2,204,930 | 384 | 120,336 | 1,418 | 2,325,266 |
| | Sail ² | | | | | | |
| | Total..... | 1,034 | 2,204,930 | 384 | 120,336 | 1,418 | 2,325,266 |
| 1920.... | Steam..... | 1,177 | 2,736,378 | 763 | 259,500 | 1,940 | 2,995,878 |
| | Sail..... | | | | | | |
| | Total..... | 1,177 | 2,736,378 | 763 | 259,500 | 1,940 | 2,995,878 |
| 1921.... | Steam..... | 1,218 | 3,062,835 | 815 | 291,971 | 2,033 | 3,354,806 |
| | Sail..... | | | | | | |
| | Total..... | 1,218 | 3,062,835 | 815 | 291,971 | 2,033 | 3,354,806 |
| 1922.... | Steam..... | 1,282 | 3,324,776 | 744 | 262,142 | 2,026 | 3,586,918 |
| | Sail..... | | | | | | |
| | Total..... | 1,282 | 3,324,776 | 744 | 262,142 | 2,026 | 3,586,918 |

¹ Japanese sailing vessels are not recorded in Lloyd's.² Gross tons beginning with 1919.

4. NUMBER OF STEAMERS AND MOTOR VESSELS, ACCORDING TO CERTAIN DIVISIONS OF GROSS TONNAGE, OWNED IN THE WORLD—DISTINGUISHING THE PRINCIPAL MARITIME COUNTRIES—AS RECORDED IN LLOYD'S REGISTER, 1922-23.

| Countries where owned. | 100 and under 200 tons. | 200 and under 500 tons. | 500 and under 1,000 tons. | 1,000 and under 1,500 tons. | 1,500 and under 2,000 tons. | 2,000 and under 3,000 tons. | 3,000 and under 4,000 tons. | 4,000 and under 5,000 tons. |
|--|-----------------------------|-----------------------------|------------------------------|-------------------------------|-------------------------------|-------------------------------|-----------------------------|-----------------------------|
| British: | | | | | | | | |
| United Kingdom..... | 1,539 | 2,300 | 756 | 470 | 343 | 433 | 570 | 569 |
| Australia and New Zealand..... | 139 | 169 | 87 | 41 | 22 | 52 | 47 | 21 |
| Canada..... | 142 | 134 | 54 | 56 | 55 | 70 | 39 | 20 |
| Other dominions..... | 146 | 175 | 95 | 47 | 26 | 46 | 20 | 25 |
| Total..... | 1,966 | 2,778 | 992 | 614 | 446 | 601 | 676 | 635 |
| America (U. S.): | | | | | | | | |
| Sea..... | 224 | 391 | 198 | 96 | 105 | 918 | 359 | 232 |
| Northern Lakes..... | 8 | 8 | 14 | 17 | 21 | 39 | 59 | 115 |
| Philippine Islands..... | 18 | 34 | 18 | 13 | 8 | 3 | 1 | 2 |
| Total..... | 250 | 433 | 230 | 126 | 134 | 960 | 419 | 349 |
| Belgium..... | 25 | 52 | 25 | 27 | 30 | 41 | 18 | 17 |
| Brazil..... | 48 | 129 | 40 | 33 | 27 | 24 | 17 | 12 |
| Denmark..... | 80 | 100 | 97 | 113 | 89 | 68 | 27 | 22 |
| France..... | 252 | 435 | 135 | 176 | 77 | 235 | 97 | 92 |
| Germany..... | 289 | 526 | 305 | 117 | 65 | 60 | 36 | 41 |
| Greece..... | 45 | 65 | 73 | 25 | 14 | 37 | 54 | 22 |
| Holland..... | 228 | 159 | 92 | 108 | 81 | 92 | 92 | 55 |
| Italy..... | 135 | 144 | 90 | 80 | 39 | 130 | 119 | 73 |
| Japan..... | 439 | 384 | 333 | 168 | 90 | 184 | 120 | 67 |
| Norway..... | 456 | 242 | 214 | 272 | 145 | 127 | 105 | 66 |
| Spain..... | 162 | 152 | 94 | 66 | 52 | 105 | 90 | 23 |
| Sweden..... | 374 | 256 | 140 | 137 | 88 | 49 | 28 | 19 |
| Other countries or country not stated. | 472 | 549 | 302 | 196 | 140 | 153 | 107 | 57 |
| Total..... | 5,221 | 6,404 | 3,162 | 2,258 | 1,517 | 2,866 | 2,005 | 1,550 |
| Countries where owned. | 5,000 and under 6,000 tons. | 6,000 and under 8,000 tons. | 8,000 and under 10,000 tons. | 10,000 and under 15,000 tons. | 15,000 and under 20,000 tons. | 20,000 and under 25,000 tons. | 25,000 tons and above. | Total. |
| British: | | | | | | | | |
| United Kingdom..... | 582 | 505 | 185 | 130 | 34 | 7 | 7 | 8,430 |
| Australia and New Zealand..... | 5 | 7 | 1 | 4 | ..... | ..... | ..... | 595 |
| Canada..... | 35 | 13 | 5 | 3 | 3 | ..... | ..... | 629 |
| Other dominions..... | 20 | 9 | ..... | ..... | ..... | ..... | ..... | 609 |
| Total..... | 642 | 534 | 191 | 137 | 37 | 7 | 7 | 10,263 |
| America (U. S.): | | | | | | | | |
| Sea..... | 555 | 528 | 87 | 60 | 7 | 4 | 1 | 3,765 |
| Northern Lakes..... | 39 | 138 | 11 | ..... | ..... | ..... | ..... | 469 |
| Philippine Islands..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 97 |
| Total..... | 594 | 666 | 98 | 60 | 7 | 4 | 1 | 4,331 |
| Belgium..... | 26 | 6 | 3 | ..... | ..... | ..... | ..... | 270 |
| Brazil..... | 6 | 8 | 4 | 1 | ..... | ..... | ..... | 349 |
| Denmark..... | 6 | 12 | 4 | 4 | ..... | ..... | ..... | 622 |
| France..... | 98 | 70 | 34 | 19 | 1 | 1 | 1 | 1,723 |
| Germany..... | 33 | 48 | 9 | 2 | 1 | 1 | ..... | 1,533 |
| Greece..... | 22 | 2 | 2 | ..... | ..... | ..... | ..... | 361 |
| Holland..... | 53 | 100 | 29 | 7 | 3 | 1 | ..... | 1,100 |
| Italy..... | 118 | 66 | 12 | 6 | 1 | 2 | 1 | 1,016 |
| Japan..... | 133 | 79 | 18 | 11 | ..... | ..... | ..... | 2,026 |
| Norway..... | 47 | 40 | ..... | 2 | ..... | ..... | ..... | 1,716 |
| Spain..... | 24 | 7 | 1 | 4 | ..... | ..... | ..... | 780 |
| Sweden..... | 25 | 4 | ..... | 2 | ..... | ..... | ..... | 1,122 |
| Other countries or country not stated. | 39 | 21 | 7 | ..... | ..... | ..... | ..... | 2,043 |
| Total..... | 1,866 | 1,663 | 412 | 255 | 50 | 16 | 10 | 29,255 |

5. MERCANTILE SHIPBUILDING IN 1921 (EXCLUDING WARSHIPS).

[Lloyd's Register, London, January, 1922.]

UNITED KINGDOM.

During the year 1921 there have been launched in the United Kingdom 426 merchant vessels of 1,538,052 tons (viz, 371 steamers of 1,429,757 tons, 28 motor vessels of 102,356 tons, and 27 barges of 5,939 tons). These vessels have been built of steel, with the exception of 3 wood vessels of 1,273 tons and 1 vessel of reinforced concrete of 300 tons. Not a single sailing vessel has been launched during the year.

The output for 1921 is 517,572 tons lower than the record figures for 1920, and equals about 35.5 per cent of the world's output for 1921, as compared with 58 per cent in 1913.

Of the tonnage launched during the year, 946,182 tons are for registration in the United Kingdom and 591,870 tons (about 38.5 per cent of the total tonnage) are for owners residing abroad. This percentage, although slightly lower than that for the previous year, is considerably higher than the pre-war figures, which, for the five years 1909-1913, gave an average of 22½ per cent.

Of the tonnage launched in 1921, 134,551 tons are for Norwegian owners, 127,854 tons for French owners, 123,811 tons for Dutch owners, and 66,373 tons for owners in the British dominions.

Size and type of vessels.—The returns for 1921 show that 103 vessels of between 5,000 and 10,000 tons each and 24 vessels of 10,000 tons and upward were launched. The following are the 10 largest: *Laconia* (19,730), *Windsor Castle* (19,000), *Conte Rosso* (18,500), *Tuscania* (17,250), *Moldavia* (16,510), *Montclare* (16,400), *Antonia* (13,920), *Esperance Bay* (13,850), *Hobson Bay* (13,850), *Moreton Bay* (13,850).

Excluding vessels of less than 1,000 tons, 38 vessels of about 250,500 tons for the carriage of oil in bulk were launched during 1921. Of these, 27 vessels of about 195,000 tons were built on the Isherwood system of longitudinal framing, besides 2 other vessels of 14,000 tons. The returns also include a large number of vessels designed for channel, coasting, fishing, harbor service, and other special purposes.

The average tonnage of steamers and motor vessels launched in the United Kingdom during 1921 is 3,840 tons; but if those of less than 500 tons be excluded, the average reaches 4,602 tons, compared with 4,387 in 1920, 4,006 in 1919, 4,593 in 1918, 4,993 in 1917, and 4,080 in 1916.

The great increase which was recorded last year in the use of steam turbines has been continued during 1921, when 70 vessels, with a total tonnage of 624,487 tons, were launched, which will be fitted with this method of propulsion and practically all of them will have geared turbines. It may be stated that all the large vessels mentioned above, and, with the exception of two, all other vessels of 12,000 tons and upward launched during the year, are to be fitted with turbines. During the year 28 motor vessels of 102,356 tons have been launched, and 11 of them are of 5,000 tons and upward, the largest being of about 9,500 tons.

Output of leading ports.—The Glasgow district occupies first place among the shipbuilding centers of the country, showing an output of 358,347 tons. Then follow Newcastle (354,813 tons), Greenock (146,842 tons), Sunderland (144,280 tons), Middlesbrough (129,559 tons), and Belfast (93,373 tons). The largest decrease as compared with 1920 has taken place on the Clyde, the figures for which are 175,277 tons lower than the previous year. The decrease for the Wear is 170,174 tons, and for the Tees 105,013 tons, while in the Barrow district an actual increase of 26,137 tons is recorded.

As regards the movement of the shipbuilding industry during the course of 1921, Lloyd's Register quarterly returns show that at the opening of the year 3,708,916 tons were under construction in the United Kingdom, and the March returns showed an increase of about 90,000 tons, the totals reaching 3,798,593 tons, the highest figures ever recorded in the society's returns. Since then a steady decrease has taken place, the figures for the end of December, 1921, viz, 2,640,319 tons, being the lowest since June, 1919, and showing a reduction of 1,158,274 tons during a period of only nine months.

But even this great decrease does not entirely represent the actual position of the shipbuilding industry in the United Kingdom. In comparing the present totals with those for normal years, account should be taken of the fact that the total returned as under construction at the end of 1921 still includes a number of vessels, the completion of which has been exceptionally postponed owing to abnormal causes. Two factors of even much greater importance are, first, that the total also includes over 720,000 tons on which all work is now suspended, and, second, that so very few new orders have recently been received by the shipbuilders. The latter point may be gathered from the December quarterly returns, which show that during the whole quarter only 55,000 tons of new vessels have been commenced.

OTHER COUNTRIES.

Outside the United Kingdom there have been launched during the year 951 merchant vessels of 2,803,627 tons (698 steamers of 2,537,976 tons, 108 motor vessels of 204,286 tons, and 145 sailing vessels and barges of 61,365 tons). The figures show a decrease of 1,002,415 tons as compared with those for 1920, and of 2,720,480 tons as compared with 1919, but are 1,402,898 tons higher than those for 1913, the pre-war record year. Taking the output of 1913 at 100, the figures for the last four years are as follows: 1918, 292.6; 1919, 394.4; 1920, 271.7; and 1921, 200.2.

The returns for the year include 198 vessels of between 4,000 and 7,000 tons each, 96 of between 7,000 and 10,000 tons, and 23 of over 10,000 tons each, including 5 vessels of over 14,000 tons each, the largest being the *Bethore*, of 15,300 tons, launched in the United States. Excluding vessels of less than 1,000 tons, the figures for the year include 97 vessels, of a total tonnage of 570,692 tons, to be fitted with turbines, the great majority of which will have geared turbines. Of these vessels, 67 are of over 5,000 tons each, including 8 of between 10,000 and 14,120 tons. The output for the year also comprises 110 steamers of about 810,000 tons built on the Isherwood system of longitudinal framing. Including 92 of these vessels of about 704,000 tons, there were launched during the year 113 vessels of about 800,000 tons for the carriage of oil in bulk. Over 86 per cent of the tanker tonnage and 92 per cent of the tonnage built abroad on the Isherwood system were launched in the United States.

During 1921 there were launched 108 vessels of 204,286 tons to be fitted with internal-combustion engines. Eighteen of these vessels are of over 5,000 tons each, 5 in Sweden, 3 in Denmark and Germany, 2 each in Holland, Italy, and the United States, and 1 in Norway; the 2 largest being of 8,681 and 8,654 tons, respectively, built in Denmark. The total figures include a number of sailing vessels fitted with auxiliary power. The tonnage of wood vessels included in this year's total is 52,193 tons, as compared with 133,827 tons in 1920, and 1,145,582 tons in the war year 1918, when the tonnage of wood vessels launched amounted to 28 per cent of the total output. Of vessels built of reinforced concrete, only 8 of 7,950 tons were launched during 1921.

The total figures include a large proportion of barges and other craft which can not be described as real sailing vessels. Apart from such craft there were launched abroad 96 sailing vessels of 29,220 tons, only 3 of which are of over 1,000 tons, the largest being a 5-masted schooner of 2,300 tons, built at Portland, Oreg. The countries where the largest output has taken place during the year under review are the United States, Germany, Holland, Japan, France, and Italy. The totals for these countries amount to 2,350,715 tons, and account for nearly 84 per cent of the total output abroad.

UNITED STATES.

The output for the year 1921, namely, 1,006,413 tons, is 1,469,840 tons lower than during 1920, and over 3,000,000 tons less as compared with the record year of 1919. The decrease has been general all over the country. The tonnage launched on the Pacific coast represents 55.7 per cent of the output for 1920; at Atlantic and Gulf ports about 38 per cent, and on the Great Lakes less than 9 per cent. Notwithstanding this great reduction, the figures for 1921 still represent nearly 36 per cent of the total output abroad.

The total figures for the United States, excluding vessels of less than 1,000 tons, comprise 33 vessels of about 228,000 tons to be fitted with steam turbines, and 11 vessels of about 35,000 tons to be fitted with internal-combustion engines. Ninety-two steamers for the carriage of oil in bulk were launched with a tonnage of about 690,000 tons. Eighty-six of these vessels of about 670,000 tons were built on the Isherwood system of longitudinal framing, and in addition 9 other vessels of about 76,000 tons were also built on this system.

The totals comprise 53 steamers, each of between 4,000 and 7,000 tons; 50 of between 7,000 and 10,000 tons, and 18 vessels of 10,000 tons and upward, including the steamship *Bethore*, of 15,300 tons, launched by the Bethlehem Shipbuilding Corporation at Sparrows Point, Md., this being, as already mentioned, the largest vessel launched abroad during 1921.

GERMANY.

Figures for this country are published for the first time since 1913. During the year under review 242 vessels of 509,064 tons were launched. As compared with the output for 1913, the present figures are about 44,000 tons higher and represent over 18 per cent of the total output abroad during 1921. Apart from vessels of less than 1,000 tons, these figures include 17 vessels of 72,777 tons to be fitted with steam turbines

and 7 vessels of 23,839 tons to be fitted with oil engines. The totals comprise 40 vessels of between 4,000 and 7,000 tons, 13 of between 7,000 and 10,000 tons, and 1 vessel of about 14,000 tons.

HOLLAND.

The total tonnage launched during 1921—232,402 tons—is 49,000 tons higher than the 1920 figures, and is a record. As usual, the figures for this country do not include vessels exclusively intended for river navigation. The total figures, excluding vessels of less than 1,000 tons, comprise 13 vessels, of about 81,000 tons, to be fitted with steam turbines, including 9 of between 6,000 and 8,500 tons, and also 3 vessels of about 12,500 tons to be fitted with oil engines. Sixteen vessels of between 4,000 and 7,000 tons each have been launched and 4 of between 8,000 and 9,600 tons.

JAPAN.

The output for this country—227,425 tons—is 229,217 tons less than in 1920, a reduction of over 50 per cent. As compared, however, with pre-war years, the present output still exceeds the combined figures for the four years 1910–1913 by over 30,000 tons.

The 1921 totals comprise 21 vessels of between 4,000 and 7,000 tons each, 8 of between 7,000 and 10,000 tons each, and 2 turbine-engine vessels of between 10,000 and 10,500 tons each. These figures include 5 vessels of 43,683 tons, which will be fitted with steam turbines, and 3 vessels of 21,058 built for carrying oil in bulk.

FRANCE.

The output for the year—210,663 tons—exceeds the totals for 1920 by 117,214 tons (125 per cent), and is the highest ever reached in this country. The previous record year was 1902, when 192,196 tons were launched; this total, however, included over 146,000 tons of sailing vessels. The total figures include 11 steamers of between 4,000 and 7,000 tons, 11 of between 7,000 and 10,000 tons, and 1 of 10,741 tons. Eleven vessels of 62,882 tons will be fitted with steam turbines, including two—1 of 10,741 tons and 1 of 4,618 tons—for which turboelectric propulsion has been adopted.

SCANDINAVIAN COUNTRIES.

The total tonnage launched in Denmark, Norway, and Sweden amounts to 194,607 tons, which is 31,260 tons higher than the output for 1920. The increase in Denmark amounts to 16,569 tons, in Norway to 12,603 tons, and in Sweden to 2,088 tons. As regards Denmark and Sweden the present year's figures are the highest on record. The total figures include 8 vessels of between 4,000 and 7,000 tons each launched in Sweden, 3 in Norway, and 2 in Denmark, in which country were also launched 3 motor vessels of over 7,000 tons each, the 2 largest of about 8,700 tons each. The tonnage of steel vessels fitted with internal-combustion engines launched in Denmark—45,113 tons—is the largest for any country outside the United Kingdom.

ITALY.

The total figures for this country—164,748 tons—are nearly 32,000 tons higher than those for 1920 and are the highest on record. About 25 per cent of the total represents the output of the Trieste district. The totals comprise 23 steamers of between 4,000 and 7,000 tons and 1 vessel of 7,756 tons. Eight vessels of 43,620 tons are to be fitted with steam turbines, and 4 vessels of 24,512 tons are built to carry oil in bulk.

BRITISH DOMINIONS.

The total tonnage launched in all the British dominions during 1921, namely, 129,675 tons, is about 74,000 tons less than in 1920. The tonnage launched in Canada—78,420 tons—is less than half of the output in 1920. On the coast and on the St. Lawrence were launched 11 steel steamers of between 4,000 and 7,000 tons and 1 of 7,177 tons. The tonnage launched in the other British dominions is 51,255 tons and includes 31,453 tons launched in the Hongkong district, and 17,408 tons in Australia. The totals for Hongkong comprise 4 vessels of between 5,000 and 6,000 tons each.

SPAIN.

During the year 47,256 tons were launched. The figures include 2 steamers of about 5,000 tons each and 2 turbine vessels, 1 of 7,000 and the other of 10,137 tons.

PROGRESS ABROAD.

A steady decrease has taken place during the whole of 1921 in the work in hand in countries abroad. At the beginning of the year the tonnage under construction amounted to 3,470,862 tons, and at the end of December the total was 1,816,774 tons, a decrease of 1,654,088 tons. Most of this reduction is due to the decrease in the shipbuilding industry in the following countries: The United States (where at the end of December, 1920, there were 1,310,312 tons building, whereas the figures for December, 1921, are 216,428 tons) with a reduction of 1,093,884 tons; Holland with a decrease of 137,085 tons; the British dominions 120,186 tons; and Japan 103,601 tons.

The only shipbuilding country where the tonnage under construction at the end of 1921 appears from the figures to be considerably larger than that for December, 1920, is Italy, with an increase of about 30,000 tons. The countries abroad having the largest amount of tonnage under construction at the end of 1921 are: Italy, 393,832 tons; France, 352,635 tons; Holland, 313,879 tons; United States of America, 216,428 tons, and Japan, 144,912 tons.

It should, however, be stated that the above figures referring to work in hand at the end of December, 1921, include a considerable proportion (over 22 per cent of the total) of tonnage on which all work is now suspended, notably in Italy and the United States. The present condition and the immediate future of the shipbuilding industry can not, therefore, be correctly gauged from the totals of work in hand unless this factor and others already mentioned when dealing with the United Kingdom output are taken into consideration.

TABLE I.—*Vessels launched in the United Kingdom, 1892–1921.*

| Year ended Dec. 31— | Steam. | | Sail. | | Total. | |
|-------------------------|---------|-------------|---------|-------------|---------|-------------|
| | Number. | Gross tons. | Number. | Gross tons. | Number. | Gross tons. |
| 1892..... | 512 | 841,356 | 169 | 268,594 | 681 | 1,109,950 |
| 1893..... | 438 | 718,277 | 98 | 118,106 | 536 | 836,383 |
| 1894..... | 549 | 964,926 | 65 | 81,582 | 614 | 1,046,508 |
| 1895..... | 526 | 904,991 | 53 | 45,976 | 579 | 950,967 |
| 1896..... | 628 | 1,113,831 | 68 | 45,920 | 696 | 1,159,751 |
| 1897..... | 545 | 924,382 | 46 | 28,104 | 591 | 952,486 |
| 1898..... | 744 | 1,363,318 | 17 | 4,252 | 761 | 1,367,570 |
| 1899..... | 714 | 1,414,774 | 12 | 2,017 | 726 | 1,416,791 |
| 1900..... | 664 | 1,432,600 | 28 | 9,871 | 692 | 1,442,471 |
| 1901..... | 591 | 1,501,078 | 48 | 23,661 | 639 | 1,524,739 |
| 1902..... | 622 | 1,378,206 | 72 | 49,352 | 694 | 1,427,558 |
| 1903..... | 632 | 1,165,503 | 65 | 25,115 | 697 | 1,190,618 |
| 1904..... | 613 | 1,171,375 | 99 | 33,787 | 712 | 1,205,162 |
| 1905..... | 737 | 1,604,796 | 58 | 18,372 | 795 | 1,623,168 |
| 1906..... | 815 | 1,809,433 | 71 | 18,910 | 886 | 1,828,343 |
| 1907 ¹ | 752 | 1,581,521 | 89 | 26,369 | 841 | 1,607,890 |
| 1908..... | 454 | 914,570 | 69 | 15,099 | 523 | 929,669 |
| 1909..... | 465 | 972,799 | 61 | 18,267 | 526 | 991,066 |
| 1910..... | 473 | 1,137,738 | 27 | 5,431 | 500 | 1,143,169 |
| 1911..... | 700 | 1,782,908 | 72 | 20,936 | 772 | 1,803,844 |
| 1912..... | 643 | 1,720,957 | 69 | 17,557 | 712 | 1,738,514 |
| 1913..... | 641 | 1,919,573 | 47 | 12,575 | 688 | 1,932,153 |
| 1914..... | 621 | 1,674,358 | 35 | 9,195 | 656 | 1,683,553 |
| 1915..... | 317 | 648,629 | 10 | 2,290 | 327 | 650,919 |
| 1916..... | 304 | 607,907 | 2 | 328 | 306 | 608,235 |
| 1917..... | 285 | 1,162,496 | 1 | 400 | 286 | 1,162,896 |
| 1918..... | 300 | 1,344,275 | 1 | 3,845 | 301 | 1,348,120 |
| 1919..... | 541 | 1,584,920 | 71 | 35,522 | 612 | 1,620,442 |
| 1920..... | 581 | 2,039,954 | 37 | 15,670 | 618 | 2,055,624 |
| 1921..... | 399 | 1,532,113 | 27 | 5,939 | 426 | 1,538,052 |

¹ Prior to 1907 vessels of less than 100 tons gross were included, if intended to be classed with Lloyd's Register.

TABLE II.—*Number and gross tonnage of merchant vessels launched in the world (outside the United Kingdom), 1892-1921.*

| Year ended Dec. 31— | Steam. | | Sail. | | Total. | |
|---------------------|---------|-------------|---------|-------------|---------|-------------|
| | Number. | Gross tons. | Number. | Gross tons. | Number. | Gross tons. |
| 1892..... | 147 | 126,210 | 223 | 121,855 | 370 | 248,095 |
| 1893..... | 135 | 121,606 | 175 | 68,752 | 310 | 190,358 |
| 1894..... | 148 | 203,279 | 170 | 73,751 | 318 | 277,030 |
| 1895..... | 190 | 209,300 | 111 | 57,893 | 301 | 267,193 |
| 1896..... | 260 | 299,421 | 157 | 108,710 | 417 | 408,131 |
| 1897..... | 253 | 278,443 | 146 | 100,995 | 399 | 379,438 |
| 1898..... | 371 | 415,907 | 158 | 109,866 | 529 | 525,773 |
| 1899..... | 292 | 530,945 | 251 | 174,002 | 543 | 704,947 |
| 1900..... | 347 | 602,989 | 325 | 258,703 | 672 | 861,692 |
| 1901..... | 446 | 800,849 | 453 | 291,951 | 899 | 1,092,800 |
| 1902..... | 487 | 747,945 | 469 | 327,252 | 959 | 1,075,197 |
| 1903..... | 549 | 798,205 | 404 | 156,808 | 953 | 955,013 |
| 1904..... | 570 | 626,190 | 361 | 156,583 | 931 | 782,773 |
| 1905..... | 525 | 801,705 | 256 | 90,049 | 781 | 891,754 |
| 1906..... | 642 | 984,613 | 308 | 106,807 | 950 | 1,191,420 |
| 1907..... | 681 | 1,070,913 | 266 | 99,285 | 947 | 1,170,198 |
| 1908..... | 550 | 791,609 | 332 | 112,008 | 882 | 903,617 |
| 1909..... | 348 | 564,771 | 189 | 46,220 | 537 | 610,991 |
| 1910..... | 453 | 719,903 | 324 | 94,781 | 777 | 814,684 |
| 1911..... | 537 | 748,515 | 290 | 97,781 | 827 | 846,296 |
| 1912..... | 720 | 1,074,911 | 287 | 88,344 | 1,007 | 1,163,255 |
| 1913..... | 639 | 1,269,000 | 423 | 131,729 | 1,062 | 1,400,729 |
| 1914..... | 473 | 1,111,027 | 190 | 58,173 | 663 | 1,169,200 |
| 1915..... | 313 | 518,948 | 103 | 31,771 | 416 | 550,719 |
| 1916..... | 506 | 1,032,074 | 152 | 47,771 | 658 | 1,079,845 |
| 1917..... | 698 | 1,669,608 | 128 | 105,282 | 826 | 1,774,890 |
| 1918..... | 1,397 | 3,996,924 | 168 | 102,400 | 1,565 | 4,099,324 |
| 1919..... | 1,554 | 5,203,712 | 317 | 320,395 | 1,871 | 5,524,107 |
| 1920..... | 982 | 3,703,030 | 159 | 103,012 | 1,141 | 3,806,042 |
| 1921..... | 806 | 2,742,262 | 145 | 61,365 | 951 | 2,803,627 |

¹ Figures regarding the output during the war period are shown only for allied and neutral countries. Complete totals for Germany not being available, no figures are shown for that country.

TABLE III.—*Merchant vessels launched in the principal shipbuilding districts of the United Kingdom during the two years 1920-21.*

| District. | 1921 | | | | | | | | Total, 1920. | |
|--|-----------|-----------|----------------|-----------|------------------|-----------|--------|-----------|--------------|-----------|
| | Steamers. | | Motor vessels. | | Sail and barges. | | Total. | | | |
| | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. |
| Aberdeen..... | 12 | 12,891 | ..... | ..... | ..... | ..... | 12 | 12,891 | 19 | 12,403 |
| Barrow, Maryport, and Workington..... | 4 | 42,736 | 3 | 20,881 | ..... | ..... | 7 | 63,617 | 6 | 37,480 |
| Belfast..... | 14 | 85,917 | 1 | 7,456 | ..... | ..... | 15 | 93,373 | 23 | 117,656 |
| Dublin..... | 8 | 11,525 | ..... | ..... | ..... | ..... | 9 | 11,525 | 5 | 8,578 |
| Dundee..... | 9 | 16,440 | 1 | 300 | ..... | ..... | 10 | 16,740 | 10 | 32,797 |
| Clyde: | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Glasgow..... | 73 | 303,914 | 8 | 53,650 | 3 | 783 | 84 | 358,347 | 133 | 457,032 |
| Greenock..... | 33 | 142,970 | 1 | 3,872 | ..... | ..... | 34 | 146,842 | 47 | 223,434 |
| Hartlepool..... | 6 | 34,101 | ..... | ..... | ..... | ..... | 6 | 34,101 | 16 | 73,221 |
| Hull..... | 15 | 31,004 | 1 | 227 | ..... | ..... | 16 | 31,231 | 42 | 30,588 |
| Leith..... | 9 | 13,071 | 1 | 3,965 | ..... | ..... | 10 | 17,036 | 17 | 36,517 |
| Liverpool..... | 24 | 50,529 | 2 | 451 | 1 | 107 | 27 | 51,087 | 34 | 49,938 |
| Londonderry..... | 2 | 12,698 | ..... | ..... | ..... | ..... | 2 | 12,698 | 3 | 21,053 |
| Middlesbrough, Stockton, and Whitby..... | 28 | 129,559 | ..... | ..... | ..... | ..... | 28 | 129,559 | 44 | 195,452 |
| Newcastle..... | 67 | 346,439 | 4 | 7,619 | 2 | 755 | 73 | 354,813 | 83 | 365,775 |
| Newport (Mon.)..... | 2 | 9,998 | ..... | ..... | 7 | 1,369 | 9 | 11,367 | 11 | 38,560 |
| Southampton..... | 15 | 19,233 | 3 | 948 | ..... | ..... | 18 | 20,181 | 16 | 15,655 |
| Sunderland..... | 30 | 144,280 | ..... | ..... | ..... | ..... | 30 | 144,280 | 67 | 314,454 |
| Other districts..... | 20 | 22,452 | 3 | 2,987 | 14 | 2,925 | 37 | 28,364 | 42 | 28,022 |
| Total..... | 371 | 1,429,757 | 28 | 102,356 | 27 | 5,939 | 426 | 1,538,052 | 618 | 2,055,624 |

TABLE IV.—*Merchant vessels (over 100 tons) launched during 1921.*

| Countries. | Steamers. | | | | Motor vessels. | | | |
|----------------------|-----------|-----------|-------|-----------|----------------|-----------|-------|-----------|
| | Steel. | | Wood. | | Steel. | | Wood. | |
| | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. |
| United States: | | | | | | | | |
| Atlantic coast..... | 83 | 591,141 | | | 6 | 20,693 | | |
| Gulf ports..... | 11 | 58,355 | | | | | | |
| Pacific coast..... | 39 | 292,616 | | | 3 | 10,940 | | |
| Great Lakes..... | 2 | 4,084 | | | 5 | 7,200 | | |
| United Kingdom..... | 371 | 1,429,757 | | | 24 | 100,783 | 4 | 1,573 |
| British Dominions: | | | | | | | | |
| Australia..... | 6 | 16,918 | 2 | 490 | | | | |
| Canada..... | | | | | | | | |
| Great Lakes..... | 5 | 11,372 | | | | | | |
| Coast..... | 12 | 63,836 | 3 | 820 | 1 | 388 | 1 | 714 |
| Hongkong..... | 10 | 30,376 | | | 1 | 167 | | |
| Others..... | 4 | 1,749 | | | | | | |
| Belgium..... | 3 | 17,909 | | | | | | |
| China..... | 10 | 26,781 | | | | | | |
| Denmark..... | 17 | 30,859 | | | 13 | 44,828 | 1 | 285 |
| Finland..... | 4 | 4,575 | 4 | 641 | | | 4 | 1,540 |
| France..... | 57 | 204,735 | | | | | | |
| Germany..... | 201 | 467,443 | | | 22 | 33,333 | | |
| Holland..... | 86 | 217,624 | | | 9 | 13,988 | | |
| Italy..... | 33 | 137,427 | 3 | 1,322 | 5 | 13,561 | 13 | 4,754 |
| Japan..... | 43 | 227,425 | | | | | | |
| Norway..... | 28 | 39,985 | 1 | 351 | 2 | 9,930 | 4 | 1,192 |
| Portugal..... | | | | | | | 7 | 4,380 |
| Spain..... | 11 | 47,256 | | | | | | |
| Sweden..... | 13 | 29,250 | | | 8 | 34,729 | 1 | 530 |
| Other countries..... | 7 | 12,686 | | | 2 | 1,134 | | |
| Total..... | 1,056 | 3,964,109 | 13 | 3,624 | 101 | 291,674 | 35 | 14,968 |

| Countries. | Sailing vessels and barges. | | | | Total. | | | | Grand total. | |
|----------------------|-----------------------------|-----------|-------|-----------|--------|-----------|-------|-----------|--------------|-----------|
| | Steel. | | Wood. | | Steel. | | Wood. | | | |
| | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. |
| United States: | | | | | | | | | | |
| Atlantic coast..... | 12 | 7,123 | 8 | 7,771 | 101 | 618,957 | 8 | 7,771 | 109 | 626,728 |
| Gulf ports..... | 2 | 2,000 | 1 | 2,190 | 13 | 60,355 | 1 | 2,190 | 14 | 62,545 |
| Pacific coast..... | | | 1 | 2,300 | 42 | 303,556 | 1 | 2,300 | 43 | 305,856 |
| Great Lakes..... | | | | | 7 | 11,284 | | | 7 | 11,284 |
| United Kingdom..... | 27 | 5,939 | | | 422 | 1,536,479 | 4 | 1,573 | 426 | 1,538,052 |
| British Dominions: | | | | | | | | | | |
| Australia..... | | | | | 6 | 16,918 | 2 | 490 | 8 | 17,408 |
| Canada— | | | | | | | | | | |
| Great Lakes..... | | | | | 5 | 11,372 | | | 5 | 11,372 |
| Coast..... | | | 3 | 1,290 | 13 | 64,224 | 7 | 2,824 | 20 | 67,048 |
| Hongkong..... | 2 | 910 | | | 13 | 31,453 | | | 13 | 31,453 |
| Others..... | | | 4 | 645 | 4 | 1,749 | 4 | 645 | 8 | 2,394 |
| Belgium..... | | | | | 3 | 17,909 | | | 3 | 17,909 |
| China..... | 3 | 690 | | | 13 | 27,421 | | | 13 | 27,421 |
| Denmark..... | 1 | 200 | 5 | 1,066 | 31 | 75,887 | 6 | 1,351 | 37 | 77,238 |
| Finland..... | | | 6 | 1,450 | 4 | 4,575 | 14 | 3,631 | 18 | 8,206 |
| France..... | 7 | 5,740 | 1 | 188 | 64 | 210,475 | 1 | 188 | 65 | 210,663 |
| Germany..... | 19 | 8,288 | | | 242 | 509,064 | | | 242 | 509,064 |
| Holland..... | 3 | 790 | | | 98 | 232,402 | | | 98 | 232,402 |
| Italy..... | | | 31 | 7,684 | 38 | 150,988 | 47 | 13,760 | 85 | 164,748 |
| Japan..... | | | | | 43 | 227,425 | | | 43 | 227,425 |
| Norway..... | | | | | 30 | 49,915 | 5 | 1,543 | 35 | 51,458 |
| Portugal..... | | | 24 | 7,553 | | | 31 | 11,933 | 31 | 11,933 |
| Spain..... | | | | | 11 | 47,256 | | | 11 | 47,256 |
| Sweden..... | 1 | 450 | 4 | 952 | 22 | 64,429 | 5 | 1,482 | 27 | 65,911 |
| Other countries..... | | | 7 | 2,085 | 9 | 13,820 | 7 | 2,085 | 16 | 15,905 |
| Total..... | 77 | 32,130 | 95 | 35,174 | 1,234 | 4,287,913 | 143 | 53,766 | 1,377 | 4,341,679 |

TABLE V.—*Number and tonnage of merchant vessels of 100 tons gross and upward launched, 1892–1921.*

| Year ended Dec. 31— | United Kingdom. | | Dominions. | | | | Austria- Hungary. | | Denmark. | | France. | |
|------------------------|--------------------|-----------|------------|-----------|-------------------------|--------|----------------------|---------------------|----------|--------|---------|---------|
| | | | All coast. | | Canadian lake ports. | | | | | | | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1892..... | 681 | 1,109,950 | 58 | 19,792 | (1) | (1) | 7 | 2,302 | 22 | 12,707 | 19 | 17,228 |
| 1893..... | 536 | 836,383 | 41 | 17,089 | (1) | (1) | 6 | 7,435 | 18 | 10,719 | 22 | 20,337 |
| 1894..... | 614 | 1,046,508 | 26 | 6,055 | 1 | 748 | 5 | 1,703 | 16 | 7,300 | 28 | 19,636 |
| 1895..... | 579 | 950,967 | 23 | 6,105 | 7 | 4,276 | 10 | 7,371 | 14 | 10,982 | 27 | 28,851 |
| 1896..... | 696 | 1,159,751 | 36 | 8,394 | 5 | 2,730 | 9 | 6,246 | 14 | 11,814 | 41 | 44,565 |
| 1897..... | 591 | 952,486 | 36 | 10,489 | 4 | 1,942 | 6 | 6,601 | 13 | 13,539 | 39 | 49,341 |
| 1898..... | 761 | 1,367,570 | 65 | 22,664 | 5 | 2,357 | 9 | 5,432 | 17 | 12,703 | 48 | 67,160 |
| 1899..... | 726 | 1,416,791 | 31 | 6,475 | 3 | 1,899 | 8 | 9,248 | 30 | 26,613 | 51 | 89,794 |
| 1900..... | 692 | 1,442,471 | 38 | 6,967 | 2 | 2,596 | 12 | 14,889 | 17 | 11,060 | 66 | 116,858 |
| 1901..... | 639 | 1,524,739 | 68 | 16,610 | 6 | 11,524 | 7 | 20,013 | 41 | 22,856 | 92 | 177,543 |
| 1902..... | 694 | 1,427,558 | 65 | 18,235 | 4 | 10,584 | 16 | 15,192 | 44 | 27,148 | 99 | 192,196 |
| 1903..... | 697 | 1,190,618 | 64 | 20,866 | 9 | 13,824 | 6 | 11,328 | 39 | 28,609 | 75 | 92,768 |
| 1904..... | 712 | 1,205,162 | 55 | 27,253 | 6 | 3,712 | 40 | 16,645 | 30 | 15,859 | 69 | 81,245 |
| 1905..... | 795 | 1,623,168 | | 45—10,798 | | | 27 | 16,402 | 19 | 17,557 | 43 | 73,124 |
| 1906..... | 886 | 1,828,343 | 50 | 16,026 | 7 | 10,016 | 25 | 18,590 | 18 | 24,712 | 48 | 35,214 |
| 1907..... | 841 | 1,607,890 | 83 | 21,479 | 14 | 24,964 | 7 | 8,717 | 29 | 28,819 | 50 | 61,635 |
| 1908..... | 523 | 929,669 | 111 | 25,512 | 8 | 8,669 | 24 | 23,502 | 24 | 19,172 | 50 | 83,429 |
| 1909..... | 526 | 991,066 | 35 | 6,592 | 3 | 899 | 15 | 25,006 | 11 | 7,508 | 51 | 42,197 |
| 1910..... | 500 | 1,143,169 | 53 | 14,601 | 7 | 11,742 | 8 | 14,304 | 18 | 12,154 | 55 | 80,751 |
| 1911..... | 772 | 1,803,844 | 59 | 16,006 | 3 | 3,656 | 16 | 37,836 | 18 | 18,689 | 79 | 125,472 |
| 1912..... | 712 | 1,738,514 | 76 | 25,090 | 8 | 9,700 | 12 | 38,821 | 22 | 26,103 | 80 | 110,734 |
| 1913..... | 688 | 1,932,153 | 77 | 26,744 | 14 | 21,505 | 17 | 61,757 | 31 | 40,932 | 89 | 176,095 |
| 1914..... | 656 | 1,683,553 | 58 | 22,288 | 22 | 25,246 | 11 | ² 34,335 | 25 | 32,815 | 33 | 114,052 |
| 1915..... | 327 | 650,919 | 27 | 13,289 | 4 | 8,725 | (1) | (1) | 23 | 45,198 | 6 | 25,402 |
| 1916..... | 306 | 608,235 | 36 | 22,577 | 4 | 8,904 | (1) | (1) | 28 | 35,277 | 9 | 42,752 |
| 1917..... | 286 | 1,162,896 | 80 | 66,475 | 25 | 27,996 | (1) | (1) | 23 | 20,445 | 6 | 18,828 |
| 1918..... | 301 | 1,348,120 | 184 | 230,514 | 22 | 49,390 | (1) | (1) | 13 | 26,150 | 3 | 13,715 |
| 1919..... | 612 | 1,620,442 | 235 | 298,495 | 28 | 60,233 | (1) | (1) | 46 | 37,766 | 34 | 32,433 |
| 1920..... | 618 | 2,055,624 | 90 | 174,557 | 13 | 29,087 | (1) | (1) | 30 | 60,669 | 50 | 93,449 |
| 1921..... | 426 | 1,538,052 | 49 | 118,303 | 5 | 11,372 | (1) | (1) | 37 | 77,238 | 65 | 210,663 |

| Year ended Dec. 31— | Germany. | | Holland. | | Italy. | | Japan. | | Norway. | |
|---------------------|----------|----------------------|----------|---------|--------|---------|--------|---------|---------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1892..... | 73 | 64,888 | 15 | 14,368 | 21 | 13,888 | | | 42 | 24,572 |
| 1893..... | 65 | 60,167 | 8 | 1,339 | 21 | 10,626 | 3 | 1,132 | 30 | 16,552 |
| 1894..... | 77 | 119,702 | 41 | 15,360 | 10 | 5,396 | 14 | 3,173 | 25 | 17,169 |
| 1895..... | 75 | 87,786 | 25 | 8,292 | 10 | 5,603 | 3 | 2,296 | 21 | 12,873 |
| 1896..... | 63 | 103,295 | 28 | 12,405 | 10 | 6,779 | 26 | 7,849 | 17 | 12,059 |
| 1897..... | 84 | 139,728 | 42 | 20,351 | 8 | 12,910 | 22 | 6,740 | 25 | 17,248 |
| 1898..... | 104 | 153,147 | 27 | 19,468 | 19 | 26,530 | 9 | 11,424 | 29 | 22,670 |
| 1899..... | 93 | 211,684 | 50 | 34,384 | 31 | 49,472 | 3 | 6,775 | 34 | 27,853 |
| 1900..... | 93 | 204,731 | 61 | 45,074 | 36 | 67,522 | 3 | 4,543 | 42 | 32,751 |
| 1901..... | 101 | 217,593 | 33 | 29,927 | 35 | 60,526 | 94 | 37,208 | 40 | 36,875 |
| 1902..... | 108 | 213,961 | 114 | 69,101 | 62 | 46,270 | 53 | 27,181 | 46 | 37,878 |
| 1903..... | 120 | 184,494 | 109 | 59,174 | 81 | 50,089 | 62 | 34,514 | 54 | 41,599 |
| 1904..... | 149 | 202,197 | 109 | 55,636 | 35 | 30,016 | 67 | 32,969 | 67 | 50,469 |
| 1905..... | 148 | 255,423 | 58 | 44,135 | 45 | 61,629 | 81 | 31,725 | 58 | 52,580 |
| 1906..... | 205 | 318,230 | 89 | 66,809 | 50 | 30,560 | 107 | 42,489 | 69 | 60,774 |
| 1907..... | 188 | 275,003 | 60 | 68,623 | 31 | 44,666 | 78 | 66,254 | 82 | 57,556 |
| 1908..... | 120 | 207,777 | 76 | 58,604 | 34 | 26,884 | 73 | 59,725 | 81 | 52,839 |
| 1909..... | 84 | 128,696 | 52 | 59,106 | 28 | 31,217 | 75 | 52,319 | 45 | 28,601 |
| 1910..... | 117 | 159,303 | 105 | 70,945 | 21 | 23,019 | 70 | 30,215 | 64 | 36,931 |
| 1911..... | 154 | 255,532 | 113 | 93,050 | 14 | 17,401 | 109 | 44,359 | 71 | 35,435 |
| 1912..... | 165 | 373,917 | 112 | 99,439 | 27 | 25,196 | 168 | 57,755 | 89 | 60,255 |
| 1913..... | 162 | 465,226 | 95 | 104,296 | 38 | 50,356 | 152 | 64,664 | 74 | 50,637 |
| 1914..... | 89 | ¹ 387,192 | 130 | 118,153 | 47 | 42,981 | 32 | 85,861 | 61 | 54,204 |
| 1915..... | (1) | (1) | 120 | 113,075 | 30 | 22,132 | 26 | 49,408 | 59 | 62,070 |
| 1916..... | (1) | (1) | 201 | 180,197 | 10 | 56,654 | 55 | 145,624 | 52 | 42,458 |
| 1917..... | (1) | (1) | 146 | 148,779 | 11 | 38,906 | 104 | 350,141 | 44 | 46,103 |
| 1918..... | (1) | (1) | 74 | 74,026 | 15 | 60,791 | 198 | 489,924 | 51 | 47,723 |
| 1919..... | (1) | (1) | 100 | 137,086 | 32 | 82,713 | 133 | 611,883 | 82 | 57,578 |
| 1920..... | (1) | (1) | 99 | 183,149 | 82 | 133,190 | 140 | 456,642 | 30 | 38,855 |
| 1921..... | 242 | 509,064 | 98 | 232,402 | 85 | 164,748 | 43 | 227,425 | 35 | 51,458 |

¹ No returns.² Returns not complete.

TABLE V.—*Number and tonnage of merchant vessels of 100 tons gross and upward launched, 1892-1921—Continued.*

| Year ended Dec. 31— | Sweden. | | United States. | | | | Other countries. | | Total. | |
|------------------------|---------|--------|----------------|-----------|--------------|--------------|---------------------|----------|--------|-------------|
| | | | Coast. | | Great Lakes. | | | | | |
| | No. | Tons. | No. | Tons. | No. (1) | Tons. (1) | No. | Tons. | No. | Tons. |
| 1892..... | 12 | 4,659 | 73 | 62,588 | (1) | (1) | 28 | 11,103 | 1,051 | 1,358,045 |
| 1893..... | 18 | 6,566 | 36 | 27,174 | (1) | (1) | 42 | 11,222 | 846 | 1,026,741 |
| 1894..... | 14 | 7,310 | 36 | 44,847 | 7 | 22,047 | 18 | 6,584 | 932 | 1,323,5-8 |
| 1895..... | 13 | 2,767 | 41 | 42,431 | 20 | 42,446 | 12 | 5,114 | 880 | 1,218,160 |
| 1896..... | 14 | 4,405 | 112 | 77,964 | 32 | 106,211 | 10 | 3,415 | 1,113 | 1,567,882 |
| 1897..... | 14 | 6,984 | 63 | 34,076 | 21 | 52,762 | 22 | 6,727 | 990 | 1,331,924 |
| 1898..... | 12 | 4,385 | 141 | 110,186 | 21 | 63,064 | 23 | 4,583 | 1,290 | 1,893,343 |
| 1899..... | 29 | 10,367 | 127 | 146,108 | 21 | 78,170 | 32 | 6,015 | 1,269 | 2,121,738 |
| 1900..... | 19 | 5,735 | 196 | 190,962 | 39 | 142,565 | 48 | 15,439 | 1,364 | 2,304,163 |
| 1901..... | 31 | 8,241 | 234 | 268,091 | 52 | 165,144 | 65 | 20,649 | 1,538 | 2,617,539 |
| 1902..... | 32 | 9,030 | 206 | 223,360 | 45 | 155,814 | 62 | 29,247 | 1,650 | 2,502,755 |
| 1903..... | 30 | 11,855 | 195 | 211,219 | 51 | 170,601 | 58 | 24,073 | 1,650 | 2,145,631 |
| 1904..... | 32 | 10,267 | 208 | 189,430 | 19 | 49,088 | 45 | 17,987 | 1,643 | 1,987,935 |
| 1905..... | 20 | 5,282 | 157 | 107,368 | 43 | 195,459 | 36 | 20,272 | 1,576 | 2,514,922 |
| 1906..... | 23 | 11,579 | 192 | 169,358 | 50 | 271,729 | 37 | 15,334 | 1,836 | 2,919,763 |
| 1907..... | 28 | 11,781 | 208 | 217,530 | 47 | 257,145 | 42 | 26,026 | 1,788 | 2,778,088 |
| 1908..... | 23 | 9,546 | 202 | 158,645 | 36 | 145,898 | 20 | 23,435 | 1,405 | 1,833,286 |
| 1909..... | 12 | 6,316 | 73 | 80,485 | 29 | 129,119 | 24 | 12,960 | 1,063 | 1,902,057 |
| 1910..... | 17 | 8,904 | 156 | 177,601 | 39 | 154,717 | 47 | 20,497 | 1,277 | 1,957,853 |
| 1911..... | 11 | 9,427 | 112 | 95,693 | 30 | 75,876 | 38 | 17,864 | 1,599 | 2,650,140 |
| 1912..... | 22 | 13,968 | 144 | 194,273 | 30 | 89,950 | 52 | 46,654 | 1,719 | 2,901,769 |
| 1913..... | 25 | 18,524 | 182 | 228,232 | 23 | 48,216 | 83 | 43,455 | 1,750 | 3,332,882 |
| 1914..... | 26 | 15,163 | 84 | 162,9-7 | 10 | 37,825 | 35 | * 36,148 | 1,319 | * 2,852,753 |
| 1915..... | 27 | 20,319 | 76 | 157,167 | 8 | 20,293 | 10 | * 13,641 | 743 | * 1,201,638 |
| 1916..... | 34 | 26,769 | 167 | 384,899 | 44 | 119,348 | 18 | * 14,296 | 964 | * 1,688,080 |
| 1917..... | 34 | 26,760 | 266 | 821,115 | 60 | 176,804 | 27 | * 32,538 | 1,112 | * 2,937,786 |
| 1918..... | 36 | 39,583 | 741 | 2,602,153 | 188 | 4-0,877 | 40 | * 34,478 | 1,866 | * 5,447,444 |
| 1919..... | 53 | 50,971 | 852 | 3,579,826 | 199 | 495,559 | 77 | * 80,374 | 2,483 | * 7,144,549 |
| 1920..... | 46 | 63,823 | 467 | 2,348,725 | 42 | 127,528 | 52 | 96,368 | 1,759 | 5,861,666 |
| 1921..... | 27 | 65,911 | 166 | 995,129 | 7 | 11,284 | 92 | 128,630 | 1,377 | 4,341,679 |

¹ No returns.² Returns not complete.

6. MERCHANT VESSELS UNDER CONSTRUCTION IN THE UNITED KINGDOM.

[June 30, 1922.]

The returns compiled by Lloyd's Register of Shipping, which take into account only vessels of 100 tons gross and upwards the construction of which has actually been commenced, show that there were 390 merchant vessels of 1,919,504 tons gross under construction in the United Kingdom at the close of the quarter ended June 30, 1922. The particulars of the vessels in question are as follows, similar details being given for the preceding quarter for the purpose of comparison:

| Description. | June 30, 1922. | | Mar. 31, 1922. | | June 30, 1921. | |
|-------------------------|----------------|-------------|----------------|-------------|----------------|-------------|
| Steam: | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| Steel..... | 347 | 1,787,158 | 394 | 2,097,595 | 711 | 3,282,738 |
| Ferroconcrete..... | | | | | | |
| Wood and composite..... | 2 | 1,202 | 3 | 1,912 | 4 | 2,174 |
| Total..... | 349 | 1,788,360 | 397 | 2,099,507 | 715 | 3,284,912 |
| Motor: | | | | | | |
| Steel..... | 30 | 128,789 | 28 | 133,786 | 54 | 240,198 |
| Ferroconcrete..... | | | | | 2 | 600 |
| Wood and composite..... | 2 | 345 | 1 | 205 | 1 | 205 |
| Total..... | 32 | 129,134 | 29 | 133,991 | 57 | 241,003 |
| Sail: | | | | | | |
| Steel..... | 9 | 2,010 | 11 | 2,500 | 16 | 3,832 |
| Ferroconcrete..... | | | | | | |
| Wood and composite..... | | | | | 1 | 300 |
| Total..... | 9 | 2,010 | 11 | 2,500 | 17 | 4,132 |
| Grand total..... | 390 | 1,919,504 | 437 | 2,235,998 | 789 | 3,530,047 |

The tonnage now under construction in the United Kingdom is about 316,000 tons less than that which was in hand at the end of last quarter and about 1,611,000 tons less than the tonnage building 12 months ago.

These figures, however, do not represent the work actually in progress. The total now returned as under construction includes 481,000 tons on which work has been suspended, the work actually in hand being thus reduced to 1,439,000 tons.

WORK IN HAND IN PRINCIPAL DISTRICTS.

The following table gives the total figures for vessels now under construction in the principal shipbuilding districts of the country, as compared with those for the previous quarter. Each district, of course, includes places in the neighborhood of the port after which it is named:

| District and class. | June 30, 1922. | | Mar. 31, 1922. | | June 30, 1921. | |
|-----------------------------------|----------------|-------------|----------------|-------------|----------------|-------------|
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| Aberdeen: | | | | | | |
| Steam..... | 5 | 5,845 | 4 | 4,495 | 18 | 18,605 |
| Motor..... | 1 | 140 | | | | |
| Total..... | 6 | 5,985 | 4 | 4,495 | 18 | 18,605 |
| Barrow, Maryport, and Workington: | | | | | | |
| Steam..... | 5 | 35,450 | 5 | 48,870 | 8 | 80,793 |
| Motor..... | 1 | 6,998 | 1 | 6,998 | 4 | 27,556 |
| Total..... | 6 | 42,448 | 6 | 55,868 | 12 | 108,349 |
| Belfast: | | | | | | |
| Steam..... | 25 | 274,110 | 29 | 305,610 | 41 | 352,550 |
| Motor..... | | | | | 1 | 3,600 |
| Sail..... | | | | | | |
| Total..... | 25 | 274,110 | 29 | 305,610 | 42 | 356,150 |
| Bristol: | | | | | | |
| Steam..... | 4 | 2,000 | 4 | 2,000 | | |
| Motor..... | 3 | 7,408 | 3 | 7,800 | | |
| Total..... | 7 | 9,408 | 7 | 9,800 | | |
| Clyde (Glasgow): | | | | | | |
| Steam..... | 72 | 459,821 | 91 | 534,852 | 158 | 813,794 |
| Motor..... | 9 | 57,832 | 11 | 67,350 | 22 | 138,930 |
| Sail..... | | | 1 | 500 | 4 | 1,074 |
| Total..... | 81 | 517,653 | 103 | 602,702 | 184 | 953,798 |
| Clyde (Greenock): | | | | | | |
| Steam..... | 22 | 138,393 | 25 | 161,656 | 49 | 257,830 |
| Motor..... | 3 | 24,300 | 3 | 24,300 | 5 | 34,700 |
| Sail..... | | | | | | |
| Total..... | 25 | 162,693 | 28 | 185,956 | 54 | 292,530 |
| Dublin, steam..... | 2 | 1,045 | 1 | 880 | 11 | 13,245 |
| Dundee: | | | | | | |
| Steam..... | 8 | 41,550 | 13 | 48,650 | 24 | 78,240 |
| Motor..... | 1 | 7,700 | 1 | 7,700 | 2 | 600 |
| Total..... | 9 | 49,250 | 14 | 56,350 | 26 | 78,840 |
| Hartlepool, steam..... | 10 | 46,530 | 12 | 56,680 | 18 | 89,965 |
| Hull: | | | | | | |
| Steam..... | 13 | 33,367 | 13 | 33,367 | 28 | 68,187 |
| Motor..... | 4 | 757 | 2 | 757 | 1 | 227 |
| Total..... | 17 | 34,124 | 15 | 34,124 | 29 | 68,414 |
| Leith: | | | | | | |
| Steam..... | 6 | 20,070 | 5 | 18,470 | 16 | 46,713 |
| Motor..... | | | | | 1 | 3,845 |
| Sail..... | 1 | 250 | | | | |
| Total..... | 7 | 20,320 | 5 | 18,470 | 17 | 50,558 |

| District and class. | June 30, 1922 | | Mar. 31, 1922. | | June 30, 1921. | |
|--------------------------------------|---------------|----------|----------------|----------|----------------|----------|
| Liverpool: | | | | | | |
| Steam..... | 18 | 62, 120 | 22 | 89, 950 | 44 | 114, 057 |
| Motor..... | | | | | 4 | 868 |
| Sail..... | | | | | | |
| Total..... | 18 | 62, 120 | 22 | 89, 950 | 48 | 114, 925 |
| Londonderry, steam..... | | | 2 | 6, 700 | 4 | 24, 800 |
| Middlesbrough, Stockton, and Whitby: | | | | | | |
| Steam..... | 13 | 67, 124 | 17 | 91, 707 | 43 | 213, 258 |
| Motor..... | 2 | 8, 000 | 2 | 8, 000 | | |
| Sail..... | | | 1 | 280 | | |
| Total..... | 15 | 75, 124 | 20 | 99, 987 | 43 | 213, 258 |
| Newcastle: | | | | | | |
| Steam..... | 64 | 74, 604 | 69 | 432, 305 | 111 | 667, 453 |
| Motor..... | 2 | 9, 700 | 2 | 5, 849 | 5 | 12, 081 |
| Sail..... | | | | | 2 | 800 |
| Total..... | 66 | 384, 304 | 71 | 438, 154 | 118 | 680, 334 |
| Newport, Monmouthshire: | | | | | | |
| Steam..... | 5 | 10, 046 | 5 | 10, 046 | 5 | 17, 346 |
| Sail..... | | | | | 2 | 458 |
| Total..... | 5 | 10, 046 | 5 | 10, 046 | 7 | 17, 804 |
| Southampton: | | | | | | |
| Steam..... | 19 | 44, 007 | 18 | 43, 917 | 25 | 59, 541 |
| Motor..... | 3 | 879 | 2 | 759 | 6 | 1, 968 |
| Sail..... | 1 | 600 | 1 | 600 | | |
| Total..... | 23 | 45, 486 | 21 | 45, 276 | 31 | 61, 509 |
| Sunderland: | | | | | | |
| Steam..... | 25 | 138, 591 | 32 | 176, 287 | 63 | 318, 148 |
| Motor..... | 1 | 5, 170 | 1 | 5, 170 | 2 | 10, 340 |
| Sail..... | 2 | 540 | | | | |
| Total..... | 28 | 144, 301 | 33 | 181, 457 | 65 | 328, 488 |

Merchant vessels under construction in the world.

[June 30, 1922.]

| Where building. | Number. | Gross tons. |
|----------------------|---------|-------------|
| United Kingdom: | | |
| Steam..... | 349 | 1, 788, 360 |
| Motor..... | 32 | 129, 134 |
| Sail..... | 9 | 2, 010 |
| Total..... | 390 | 1, 919, 504 |
| Other countries: | | |
| Steam..... | 348 | 1, 165, 525 |
| Motor..... | 71 | 122, 194 |
| Sail..... | 57 | 28, 207 |
| Total..... | 476 | 1, 315, 926 |
| Total for the world: | | |
| Steam..... | 697 | 2, 953, 885 |
| Motor..... | 103 | 251, 328 |
| Sail..... | 66 | 30, 217 |
| Grand total..... | 866 | 3, 235, 430 |

The tonnage now under construction in Germany and at Danzig is estimated to be about 500,000 tons and 45,000 tons, respectively. If these figures be added to the totals shown in the above table, the grand total building in the world would appear to be about 3,780,000 tons.

Merchant vessels under construction.

[June 30, 1922.]

| Countries. | Steamers and motor vessels. | | | | Sailing vessels. | | | |
|--------------------------|-----------------------------|-------------|-------|-------------|------------------|-------------|-------|-------------|
| | Steel. | | Wood. | | Steel. | | Wood. | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| America (United States): | | | | | | | | |
| Atlantic coast..... | 19 | 108,135 | 1 | 800 | 4 | 3,700 | 3 | 4,800 |
| Pacific coast..... | 5 | 18,100 | 1 | 1,138 | | | | |
| Great Lakes..... | 3 | 13,950 | | | | | | |
| United Kingdom..... | 377 | 1,915,947 | 4 | 1,547 | 9 | 2,010 | | |
| British Dominions: | | | | | | | | |
| Australia..... | 6 | 21,447 | | | | | | |
| Canada— | | | | | | | | |
| Great Lakes..... | 1 | 2,000 | | | | | | |
| Coast..... | 6 | 7,750 | | | | | 5 | 6,100 |
| Hongkong..... | 3 | 9,910 | | | | | | |
| Others..... | 2 | 2,500 | 1 | 253 | | | | |
| Belgium..... | 7 | 17,313 | | | | | | |
| Brazil..... | 1 | 2,170 | | | | | | |
| China..... | 6 | 6,702 | | | 1 | 350 | | |
| Denmark..... | 22 | 51,199 | 1 | 450 | | | | |
| Estonia..... | 3 | 1,701 | 5 | 1,090 | | | 11 | 3,870 |
| Fiume district..... | 6 | 6,499 | 2 | 340 | | | | |
| France..... | 52 | 242,690 | | | 1 | 600 | | |
| Greece..... | | | 1 | 600 | | | | |
| Holland..... | 99 | 226,318 | | | | | | |
| Italy..... | 53 | 273,526 | 20 | 8,118 | | | 15 | 4,027 |
| Japan..... | 26 | 115,512 | | | | | | |
| Norway..... | 33 | 52,928 | | | 2 | 475 | | |
| Portugal..... | | | 5 | 2,943 | | | 9 | 3,040 |
| Spain..... | 11 | 52,257 | | | | | 1 | 150 |
| Sweden..... | 16 | 38,700 | 2 | 680 | | | 5 | 1,095 |
| Total..... | 757 | 3,187,254 | 43 | 17,959 | 17 | 7,135 | 49 | 23,082 |

| Countries. | Total. | | | | Grand total. | |
|--------------------------|--------|-------------|-------|-------------|--------------|-------------|
| | Steel. | | Wood. | | | |
| | No. | Gross tons. | No. | Gross tons. | No. | Gross tons. |
| America (United States): | | | | | | |
| Atlantic coast..... | 23 | 111,835 | 4 | 5,600 | 27 | 117,435 |
| Pacific coast..... | 5 | 18,100 | 1 | 1,138 | 6 | 19,238 |
| Great Lakes..... | 3 | 13,950 | | | 3 | 13,950 |
| United Kingdom..... | 386 | 1,917,957 | 4 | 1,547 | 390 | 1,919,504 |
| British Dominions: | | | | | | |
| Australia..... | 6 | 21,447 | | | 6 | 21,447 |
| Canada— | | | | | | |
| Great Lakes..... | 1 | 2,000 | | | 1 | 2,000 |
| Coast..... | 6 | 7,750 | 5 | 6,100 | 11 | 13,850 |
| Hongkong..... | 3 | 9,910 | | | 3 | 9,910 |
| Others..... | 2 | 2,500 | 1 | 253 | 3 | 2,751 |
| Belgium..... | 7 | 17,313 | | | 7 | 17,313 |
| Brazil..... | 1 | 2,170 | | | 1 | 2,170 |
| China..... | 7 | 7,052 | | | 7 | 7,052 |
| Denmark..... | 22 | 51,199 | 1 | 450 | 23 | 51,649 |
| Estonia..... | 3 | 1,701 | 16 | 4,960 | 19 | 6,661 |
| Fiume district..... | 6 | 6,499 | 2 | 340 | 8 | 6,839 |
| France..... | 53 | 243,290 | | | 53 | 243,290 |
| Greece..... | | | 1 | 600 | 1 | 600 |
| Holland..... | 99 | 226,318 | | | 99 | 226,318 |
| Italy..... | 53 | 273,526 | 35 | 12,145 | 88 | 285,671 |
| Japan..... | 26 | 115,512 | | | 26 | 115,512 |
| Norway..... | 35 | 53,403 | | | 35 | 53,403 |
| Portugal..... | | | 14 | 5,983 | 14 | 5,983 |
| Spain..... | 11 | 52,257 | 1 | 150 | 12 | 52,407 |
| Sweden..... | 16 | 38,700 | 7 | 1,775 | 23 | 40,475 |
| Total..... | 774 | 3,194,389 | 92 | 41,041 | 866 | 3,235,430 |

The total tonnage building June 30, 1922, includes 290,000 tons upon which work is suspended, the country most affected being Italy.

7. WORLD OIL BURNERS.¹

| Flag. | June 30, 1920. | | | | | | June 30, 1922. | | | | | |
|-----------------------------|----------------|-----------|-------------|-----------|--------|-----------|----------------|------------|-------------|-----------|--------|------------|
| | Steam engine. | | Oil engine. | | Total. | | Steam engine. | | Oil engine. | | Total. | |
| | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. |
| American ² | 1,251 | 5,923,767 | 75 | 135,506 | 1,326 | 6,059,273 | 1,720 | 8,710,935 | 70 | 146,152 | 1,790 | 8,857,087 |
| Argentine..... | 3 | 6,017 | 4 | 3,664 | 7 | 9,681 | 4 | 9,969 | 6 | 6,989 | 10 | 16,951 |
| Belgian..... | 3 | 9,242 | 2 | 4,223 | 5 | 13,465 | 7 | 27,300 | 1 | 2,144 | 8 | 29,444 |
| Brazilian..... | 1 | 3,822 | 1 | 1,480 | 2 | 5,302 | 1 | 3,822 | 4 | 5,401 | 5 | 9,223 |
| British..... | 282 | 1,664,631 | 53 | 157,813 | 335 | 1,822,444 | 530 | 3,143,816 | 71 | 316,612 | 601 | 3,460,428 |
| Chilean..... | | | | | | | | | 2 | 2,500 | 3 | 9,500 |
| Chinese..... | | | 2 | 1,385 | 2 | 1,385 | 1 | 7,000 | 3 | 2,998 | 4 | 3,508 |
| Cuban..... | 2 | 3,244 | | | 2 | 3,244 | 3 | 4,533 | 1 | 1,111 | 4 | 5,644 |
| Danish..... | 3 | 4,976 | 21 | 98,102 | 24 | 103,078 | 11 | 37,671 | 31 | 145,727 | 42 | 183,398 |
| Danzig..... | 2 | 17,600 | 1 | 9,932 | 3 | 27,532 | 3 | 26,907 | 3 | 13,371 | 6 | 40,278 |
| Dutch..... | 74 | 221,258 | 18 | 29,202 | 92 | 250,460 | 128 | 533,349 | 25 | 59,229 | 153 | 592,578 |
| Egyptian..... | | | | | | | | | 4 | 5,991 | 4 | 5,991 |
| Finnish..... | | | | | | | | | 3 | 1,991 | 3 | 1,991 |
| French..... | 14 | 60,738 | 7 | 13,098 | 21 | 73,836 | 47 | 226,599 | 10 | 19,162 | 57 | 245,761 |
| German..... | | | | | | | 15 | 67,073 | 15 | 41,894 | 30 | 108,967 |
| Greek..... | 3 | 16,284 | 1 | 1,472 | 4 | 17,756 | 9 | 43,197 | 1 | 1,476 | 10 | 44,673 |
| Honduran..... | | | | | | | 8 | 17,106 | 1 | 677 | 9 | 17,783 |
| Italian..... | 14 | 64,283 | 19 | 42,188 | 33 | 106,471 | 24 | 123,271 | 32 | 68,985 | 56 | 192,256 |
| Japanese..... | 4 | 33,930 | 3 | 3,146 | 7 | 37,076 | 29 | 202,381 | 4 | 5,171 | 33 | 207,552 |
| Mexican..... | 6 | 18,917 | | | 6 | 18,917 | 10 | 24,670 | | | 10 | 24,670 |
| Norwegian..... | 46 | 231,102 | 51 | 107,635 | 97 | 338,737 | 104 | 511,096 | 71 | 157,723 | 175 | 668,819 |
| Panamanian..... | | | | | | | | | 1 | 1,141 | 1 | 1,141 |
| Paraguayan..... | | | | | | | 2 | 3,254 | | | 2 | 3,254 |
| Peruvian..... | 5 | 17,812 | 1 | 1,584 | 6 | 19,396 | 5 | 17,611 | 1 | 1,584 | 6 | 19,195 |
| Philippine..... | 3 | 5,524 | 5 | 5,803 | 8 | 11,327 | 1 | 762 | 6 | 8,269 | 7 | 9,031 |
| Portuguese..... | | | | | | | | | 3 | 2,085 | 3 | 2,085 |
| Russian..... | 3 | 5,979 | 1 | 1,090 | 4 | 7,069 | 2 | 3,038 | 1 | 1,090 | 3 | 4,128 |
| Siamese..... | 3 | 1,956 | | | 3 | 1,956 | 2 | 1,203 | | | 2 | 1,203 |
| Spanish..... | 4 | 15,144 | 2 | 1,775 | 6 | 16,919 | 15 | 53,557 | 5 | 8,144 | 20 | 61,701 |
| Swedish..... | 3 | 16,189 | 21 | 72,578 | 24 | 88,767 | 9 | 30,512 | 38 | 135,881 | 47 | 166,393 |
| Uruguayan..... | 2 | 3,498 | 2 | 1,658 | 4 | 5,156 | 3 | 7,043 | 3 | 2,872 | 6 | 9,915 |
| Total..... | 1,731 | 8,345,913 | 290 | 693,334 | 2,021 | 9,039,247 | 2,694 | 13,838,178 | 416 | 1,166,370 | 3,110 | 15,004,548 |

¹ Exclusive of Army, Navy, Admiralty, and other Government oil burners.² Including oil burners on Great Lakes.

NOTE.—All figures, except for American vessels, are prepared from Lloyd's Register.

8. WORLD TANKERS.¹

| Flag. | June 30, 1920. | | | | | | June 30, 1922. | | | | | |
|-----------------|----------------|-----------|-----------------|-----------|--------|-----------|----------------|-----------|-----------------|-----------|--------|-----------|
| | Steam and gas. | | Sail and barge. | | Total. | | Steam and gas. | | Sail and barge. | | Total. | |
| | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. | No. | Gr. tons. |
| American..... | 243 | 1,362,964 | 73 | 105,369 | 316 | 1,468,333 | 385 | 2,344,738 | 79 | 115,824 | 464 | 2,460,562 |
| Argentine..... | | | | | | | 2 | 1,528 | 1 | 637 | 3 | 2,165 |
| Belgian..... | 7 | 22,078 | | | 7 | 22,078 | 6 | 22,552 | | | 6 | 22,552 |
| British..... | 243 | 1,224,791 | 5 | 16,345 | 248 | 1,241,136 | 318 | 1,716,648 | 5 | 16,345 | 323 | 1,732,993 |
| Chilean..... | | | 1 | 2,583 | 1 | 2,583 | | | | | | |
| Chinese..... | | | | | | | 1 | 510 | | | 1 | 510 |
| Cuban..... | | | 3 | 3,580 | 3 | 3,580 | 3 | 3,822 | 3 | 3,580 | 6 | 7,402 |
| Danish..... | 1 | 2,750 | 1 | 731 | 2 | 3,481 | 1 | 3,013 | 1 | 731 | 2 | 3,744 |
| Danzig..... | | | | | | | 3 | 26,907 | | | 3 | 26,907 |
| Dominican..... | | | | | | | 1 | 2,052 | | | 1 | 2,052 |
| Dutch..... | 33 | 93,863 | 5 | 4,728 | 38 | 98,591 | 39 | 121,179 | 3 | 2,171 | 42 | 123,350 |
| French..... | 6 | 21,311 | 1 | 3,203 | 7 | 24,514 | 17 | 88,951 | | | 17 | 88,951 |
| German..... | 7 | 32,059 | 1 | 728 | 8 | 32,787 | 8 | 13,740 | 1 | 728 | 9 | 14,468 |
| Italian..... | 4 | 21,503 | | | 4 | 21,503 | 12 | 60,484 | | | 12 | 60,484 |
| Japanese..... | 2 | 2,552 | | | 2 | 2,552 | 5 | 24,668 | | | 5 | 24,668 |
| Latvian..... | | | | | | | 1 | 1,268 | | | 1 | 1,268 |
| Mexican..... | 3 | 11,199 | 1 | 1,342 | 4 | 12,541 | 3 | 11,199 | 5 | 3,770 | 8 | 14,969 |
| Norwegian..... | 21 | 107,484 | | | 21 | 107,484 | 32 | 173,564 | | | 32 | 173,564 |
| Philippine..... | 2 | 3,282 | | | 2 | 3,282 | 4 | 9,950 | | | 4 | 9,950 |
| Rumanian..... | 1 | 3,051 | | | 1 | 3,051 | 1 | 5,311 | | | 1 | 5,311 |
| Russian..... | 6 | 11,965 | | | 6 | 11,965 | 2 | 3,509 | | | 2 | 3,509 |
| Spanish..... | 3 | 8,667 | | | 3 | 8,667 | 8 | 27,025 | | | 8 | 27,025 |
| Total..... | 582 | 2,929,521 | 91 | 138,609 | 673 | 3,068,130 | 852 | 4,662,618 | 98 | 143,786 | 950 | 4,806,404 |

¹ Of 500 gross tons and over. Exclusive of Navy tankers. All figures, except for American tankers, are prepared from Lloyd's Register.

Appendix G (Progress of British, German, and Japanese shipping) is again omitted, as all the returns necessary to bring it up to date have not been received.

APPENDIX H.

SQUARE-RIGGED AMERICAN VESSELS.

The steady decline in the square-rigged ships of the world has been noted from time to time in the reports of the bureau. The following is the inventory of the square-rigged sail vessels of the United States as returned by collectors of customs on June 30, 1922. The list is printed at this time chiefly for historical reference.

NUMBER AND GROSS TONNAGE OF SQUARE-RIGGED VESSELS OF THE UNITED STATES,
BY RIG AND MATERIAL OF WHICH BUILT, JUNE 30, 1922.

| Rig. | American built. | | Foreign built. | | Total. | |
|---|-----------------|----------------|----------------|----------------|------------|----------------|
| | Number. | Gross tons. | Number. | Gross tons. | Number. | Gross tons. |
| Ships: | | | | | | |
| Steel and iron..... | 3 | 9,879 | 27 | 62,176 | 30 | 72,055 |
| Wood..... | 10 | 17,251 | ..... | ..... | 10 | 17,251 |
| Total..... | 13 | 27,130 | 27 | 62,176 | 40 | 89,306 |
| Barks: | | | | | | |
| Steel and iron..... | 2 | 2,667 | 19 | 30,469 | 21 | 33,136 |
| Wood..... | 18 | 22,840 | ..... | ..... | 18 | 22,840 |
| Total..... | 20 | 25,507 | 19 | 30,469 | 39 | 55,976 |
| Barkentines: | | | | | | |
| Steel and iron..... | 1 | 2,903 | 5 | 8,235 | 6 | 11,138 |
| Wood..... | 42 | 61,712 | 1 | 685 | 43 | 62,397 |
| Total..... | 43 | 64,615 | 6 | 8,920 | 49 | 73,535 |
| Brigs and brigantines: Wood..... | 1 | 495 | ..... | ..... | 1 | 495 |
| Total, according to material: | | | | | | |
| Steel and iron..... | 6 | 15,449 | 51 | 100,880 | 57 | 116,329 |
| Wood..... | 77 | 102,298 | 1 | 685 | 72 | 102,983 |
| Total..... | 77 | 117,747 | 52 | 101,565 | 129 | 219,312 |
| Total, according to rigs: | | | | | | |
| Ships..... | 13 | 27,130 | 27 | 62,176 | 40 | 89,306 |
| Barks..... | 20 | 25,507 | 19 | 30,469 | 39 | 55,976 |
| Barkentines..... | 43 | 64,615 | 6 | 8,920 | 49 | 73,535 |
| Brigs and brigantines..... | 1 | 495 | ..... | ..... | 1 | 495 |
| Total..... | 77 | 117,747 | 52 | 101,565 | 129 | 219,312 |
| Total—1921..... | 83 | 123,559 | 44 | 78,755 | 127 | 202,314 |
| 1920..... | 81 | 114,469 | 45 | 78,547 | 126 | 193,016 |
| 1919..... | 72 | 93,202 | 48 | 83,585 | 120 | 176,787 |
| 1918..... | 76 | 99,426 | 49 | 84,057 | 125 | 183,483 |
| 1917..... | 82 | 98,143 | 52 | 87,640 | 134 | 185,783 |
| 1916..... | 87 | 103,126 | 42 | 66,418 | 129 | 169,544 |
| 1915..... | 93 | 107,140 | 41 | 64,008 | 134 | 171,148 |
| 1914..... | 110 | 129,047 | 23 | 36,630 | 133 | 165,677 |
| 1913..... | 122 | 139,625 | 24 | 37,753 | 146 | 177,373 |
| 1912..... | 129 | 144,088 | 24 | 37,753 | 153 | 181,841 |
| 1911..... | 139 | 153,176 | 26 | 39,702 | 165 | 192,878 |
| 1910..... | 157 | 171,240 | 26 | 39,702 | 183 | 210,942 |

The table following gives a summary according to year of American build, from which can be formed an approximate idea of the durability of the fleet.

NUMBER, GROSS TONNAGE, AND RIG OF SQUARE-RIGGED VESSELS BUILT IN THE UNITED STATES, 1840-1922,¹ AND DOCUMENTED ON JUNE 30, 1922.

| Calendar year built. | Ships. | | Barks. | | Barkentines. | | Brigs and brigantines. | | Total. | |
|----------------------|----------|-------------|----------|-------------|--------------|-------------|------------------------|-------------|----------|-------------|
| | Num-ber. | Gross tons. | Num-ber. | Gross tons. | Num-ber. | Gross tons. | Num-ber. | Gross tons. | Num-ber. | Gross tons. |
| 1840-1849..... | | | 1 | 313 | | | | | 1 | 313 |
| 1850-1867..... | | | 1 | 177 | | | | | 1 | 177 |
| 1869..... | 1 | 1,798 | | | | | | | 1 | 1,798 |
| 1874..... | 1 | 1,893 | | | | | | | 4 | 5,788 |
| 1875..... | 2 | 3,094 | 2 | 3,010 | 1 | 885 | | | 4 | 7,283 |
| 1876..... | 2 | 3,022 | | | 2 | 4,189 | | | 2 | 3,022 |
| 1877..... | 1 | 1,392 | 2 | 3,145 | | | | | 3 | 4,537 |
| 1878..... | | | 1 | 303 | | | | | 1 | 303 |
| 1879..... | | | 2 | 2,946 | | | | | 2 | 2,946 |
| 1880..... | | | 1 | 1,317 | | | | | 1 | 1,317 |
| 1881..... | 1 | 1,924 | 1 | 1,819 | 1 | 522 | | | 3 | 4,265 |
| 1882..... | 1 | 1,972 | 1 | 2,155 | | | | | 2 | 4,127 |
| 1883..... | 1 | 2,156 | 1 | 523 | | | | | 2 | 2,679 |
| 1884..... | | | 1 | 1,837 | | | | | 1 | 1,837 |
| 1885..... | | | 1 | 952 | | | | | 1 | 952 |
| 1887..... | | | | | 1 | 604 | | | 1 | 604 |
| 1890..... | | | 1 | 1,201 | 2 | 1,779 | | | 3 | 2,980 |
| 1891..... | | | 1 | 1,673 | | | | | 1 | 1,673 |
| 1892..... | | | 1 | 1,469 | 1 | 970 | 1 | 495 | 3 | 2,934 |
| 1893..... | | | | | | | | | | |
| 1896..... | | | | | 1 | 707 | | | 1 | 707 |
| 1899..... | 1 | 3,206 | 2 | 2,667 | | | | | 3 | 5,873 |
| 1899..... | 1 | 3,292 | | | 5 | 5,441 | | | 6 | 8,733 |
| 1901..... | 1 | 3,381 | | | 5 | 5,122 | | | 6 | 8,503 |
| 1902..... | | | | | 1 | 1,137 | | | 1 | 1,137 |
| 1917..... | | | | | 1 | 1,220 | | | 1 | 1,220 |
| 1918..... | | | | | 2 | 2,780 | | | 2 | 2,780 |
| 1919..... | | | | | 4 | 7,286 | | | 4 | 7,286 |
| 1920..... | | | | | 16 | 31,973 | | | 16 | 31,973 |
| Total..... | 13 | 27,130 | 20 | 25,507 | 43 | 64,615 | 1 | 495 | 77 | 117,747 |

¹ None built in 1895, 1897, 1904-1909, 1911-1916, 1921, 1922.

Following is a list of vessels included in the tabulation, the total crews being 2,271, steel vessels being printed in small capitals and iron vessels in italics. Those marked with an asterisk (*) were built abroad. (W)=whaling vessel.

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1922.

SHIPS.

| Name. | Crew. | Gross tons. | Year built. | Name. | Crew. | Gross tons. | Year built. |
|------------------------------|-------|-------------|-------------|----------------------------------|-------|-------------|-------------|
| MAE DOLLAR* | 21 | 3,403 | 1892 | Reuce..... | 17 | 1,924 | 1881 |
| STAR OF LAPLAND..... | 30 | 3,381 | 1902 | St. Paul..... | 14 | 1,893 | 1874 |
| STAR OF ZEALAND..... | 30 | 3,292 | 1901 | STAR OF ALASKA*..... | 18 | 1,862 | 1886 |
| WILLIAM DOLLAR*..... | 28 | 3,238 | 1902 | CHILLICOTHE*..... | 30 | 1,862 | 1892 |
| EDWARD SEWALL..... | 29 | 3,206 | 1899 | <i>Falls of Clyde</i> *..... | 22 | 1,809 | 1878 |
| MARY DOLLAR*..... | 21 | 3,102 | 1904 | St. Nicholas..... | 10 | 1,798 | 1869 |
| JANET DOLLAR*..... | 28 | 3,096 | 1902 | <i>Star of Italy</i> *..... | 16 | 1,784 | 1877 |
| JAMES DOLLAR*..... | 21 | 3,017 | 1901 | <i>Star of France</i> *..... | 17 | 1,766 | 1877 |
| JOHN ENA*..... | 29 | 2,842 | 1892 | TONAWANDA*..... | 23 | 1,745 | 1892 |
| DAVID DOLLAR*..... | 21 | 2,832 | 1893 | <i>Marion Chilcott</i> *..... | 23 | 1,737 | 1882 |
| MUSCOOTA*..... | 36 | 2,660 | 1888 | <i>Rhine</i> *..... | 18 | 1,690 | 1886 |
| STAR OF SCOTLAND*..... | 29 | 2,598 | 1887 | Bohemia..... | 18 | 1,633 | 1875 |
| JOSEPH DOLLAR*..... | 27 | 2,407 | 1902 | Santa Clara..... | 18 | 1,535 | 1876 |
| GOLDEN GATE*..... | 25 | 2,332 | 1888 | <i>Brynchilda</i> *..... | 21 | 1,502 | 1885 |
| STAR OF GREENLAND*..... | 21 | 2,179 | 1892 | Indiana..... | 14 | 1,487 | 1876 |
| ANNIE M. REID*..... | 26 | 2,165 | 1892 | Elwell..... | 15 | 1,461 | 1875 |
| ARAPAHOE*..... | 14 | 2,163 | 1892 | Llewellyn J. Morse..... | 18 | 1,392 | 1877 |
| WILLIAM T. LEWIS*..... | 25 | 2,156 | 1891 | | | | |
| Benj. F. Packard..... | 15 | 2,156 | 1883 | American built (13 vessels)..... | 247 | 27,130 | |
| DUNSYRE*..... | 26 | 2,140 | 1891 | Foreign built (27 vessels)..... | 633 | 62,176 | |
| <i>James Rolph</i> *..... | 28 | 2,108 | 1884 | | | | |
| <i>Star of Russia</i> *..... | 19 | 1,981 | 1874 | Total (40 vessels)..... | 880 | 89,306 | |
| Abner Coburn..... | 19 | 1,972 | 1882 | | | | |

SQUARE-RIGGED VESSELS OF THE UNITED STATES, DOCUMENTED ON JUNE 30, 1922—Continued.

BARKS.

| Name. | Crew. | Gross tons. | Year built. | Name. | Crew. | Gross tons. | Year built. |
|-------------------------------|-------|-------------|-------------|---------------------------------|-------|-------------|-------------|
| MOSHULU*..... | 37 | 3,116 | 1904 | <i>Star of India</i> *..... | 16 | 1,318 | 1863 |
| MONONGAHELA*..... | 19 | 2,782 | 1892 | Emily F. Whitney..... | 13 | 1,317 | 1880 |
| <i>Phyllis</i> *..... | 18 | 2,258 | 1886 | St. Katherine..... | 13 | 1,201 | 1890 |
| STAR OF ICELAND*..... | 21 | 2,161 | 1896 | <i>Oriole</i> *..... | 14 | 1,152 | 1881 |
| I. F. Chapman..... | 20 | 2,155 | 1882 | <i>Snowdon</i> *..... | 15 | 1,111 | 1877 |
| <i>Star of England</i> *..... | 17 | 2,123 | 1893 | <i>Eugenia Emilia</i> *..... | 48 | 1,053 | 1876 |
| STAR OF HOLLAND*..... | 21 | 2,301 | 1885 | <i>Star of Peru</i> *..... | 16 | 1,027 | 1863 |
| George Curtis..... | 18 | 1,837 | 1884 | CALLAO*..... | 15 | 1,014 | 1885 |
| E. B. Sutton..... | 20 | 1,819 | 1881 | <i>Diamond Head</i> *..... | 5 | 1,012 | 1866 |
| STAR OF FINLAND..... | 17 | 1,699 | 1899 | <i>Star of Chile</i> *..... | 12 | 1,001 | 1868 |
| Oriental..... | 17 | 1,688 | 1874 | JOHN J. PHILLIPS..... | 12 | 968 | 1899 |
| Pactolus..... | 18 | 1,673 | 1891 | W. B. Flint..... | 12 | 952 | 1885 |
| Levi G. Burgess..... | 16 | 1,616 | 1877 | <i>Doon</i> *..... | 13 | 848 | 1877 |
| <i>Fiore</i> *..... | 15 | 1,611 | 1892 | Narwhal..... | 9 | 523 | 1883 |
| GRATIA*..... | 33 | 1,582 | 1891 | Charles W. Morgan (W)..... | 27 | 313 | 1841 |
| Guy C. Goss..... | 20 | 1,572 | 1879 | Wanderer (W)..... | 27 | 303 | 1878 |
| Hecla..... | 28 | 1,529 | 1877 | Grey Hound..... | 30 | 177 | 1851 |
| BELMONT*..... | 17 | 1,521 | 1891 | | | | |
| <i>Benmore</i> *..... | 10 | 1,478 | 1870 | American built (20 vessels)... | 365 | 25,507 | |
| Olympic..... | 12 | 1,469 | 1892 | Foreign built (19 vessels)..... | 362 | 30,469 | |
| McLaurin..... | 17 | 1,374 | 1879 | | | | |
| B. P. Cheney..... | 19 | 1,322 | 1874 | Total (39 vessels)..... | 727 | 55,976 | |

BARKENTINES.

| | | | | | | | |
|------------------------------|----|-------|------|--------------------------------|-----|--------|------|
| <i>City of Sidney</i> | 17 | 2,903 | 1875 | James Tuft..... | 12 | 1,274 | 1901 |
| <i>E. R. Sterling</i> *..... | 18 | 2,577 | 1883 | Herdis..... | 13 | 1,220 | 1917 |
| Molfetta..... | 21 | 2,462 | 1920 | Cecil P. Stewart..... | 14 | 1,216 | 1919 |
| Marsala..... | 20 | 2,422 | 1919 | Aurora..... | 15 | 1,211 | 1901 |
| Monfalcone..... | 22 | 2,418 | 1919 | Amazon..... | 14 | 1,167 | 1902 |
| Macerata..... | 17 | 2,352 | 1919 | Frederic A. Duggan..... | 11 | 1,137 | 1903 |
| Kate G. Pedersen..... | 15 | 2,269 | 1920 | HAWAII*..... | 13 | 1,085 | 1900 |
| Alicia Havaside..... | 17 | 2,265 | 1919 | Pusko..... | 13 | 1,084 | 1902 |
| Anne Comyn..... | 17 | 2,265 | 1919 | Lahaina..... | 13 | 1,067 | 1901 |
| <i>Phyllis Comyn</i> | 4 | 2,266 | 1920 | Thos. P. Emigh..... | 12 | 1,040 | 1902 |
| Russell Havaside..... | 6 | 2,263 | 1920 | Georgina..... | 10 | 998 | 1901 |
| Katherine MacKall..... | 17 | 2,262 | 1919 | Jane L. Stanford..... | 12 | 970 | 1892 |
| City of Galveston..... | 25 | 2,259 | 1919 | John C. Meyer..... | 11 | 932 | 1902 |
| Monitor..... | 17 | 2,247 | 1920 | John S. Emory..... | 12 | 919 | 1890 |
| <i>Monterey</i> *..... | 11 | 1,854 | 1878 | Makaweli..... | 12 | 899 | 1902 |
| Forest Friend..... | 14 | 1,614 | 1919 | Kohala..... | 11 | 891 | 1901 |
| Forest Dream..... | 14 | 1,604 | 1919 | Edward May..... | 13 | 885 | 1874 |
| Forest Pride..... | 15 | 1,600 | 1919 | Charles F. Crocker..... | 11 | 860 | 1890 |
| Conqueror..... | 13 | 1,395 | 1918 | Echo..... | 9 | 707 | 1896 |
| Annie M. Rolph..... | 13 | 1,393 | 1919 | Amos Peggs*..... | 7 | 685 | 1877 |
| George U. Hind..... | 14 | 1,383 | 1919 | S. G. Wilder..... | 9 | 604 | 1887 |
| Rolph..... | 13 | 1,383 | 1919 | Mary Winkelman..... | 9 | 522 | 1881 |
| Hesperian..... | 13 | 1,385 | 1918 | | | | |
| ALTA*..... | 13 | 1,381 | 1900 | American built (43 vessels)... | 581 | 64,615 | |
| PRINS VALDEMAR*..... | 13 | 1,333 | 1892 | Foreign built (6 vessels)..... | 75 | 8,920 | |
| Reine Marie Stewart..... | 13 | 1,307 | 1919 | | | | |
| Centennial..... | 8 | 1,283 | 1875 | Total (49 vessels)..... | 656 | 73,535 | |

BRIGS AND BRIGANTINES.

| Name. | Crew. | Gross tons. | Year built. |
|-----------------------|-------|-------------|-------------|
| Geneva..... | 8 | 495 | 1892 |
| Total (1 vessel)..... | 8 | 495 | |

APPENDIX I.

FOREIGN-BUILT VESSELS ADMITTED TO AMERICAN REGISTRY DURING THE YEAR ENDED JUNE 30, 1922, CLASSIFIED IN CHRONOLOGICAL ORDER OF ISSUE OF REGISTRY.

| Vessel and crew. | Perma- nent register. ¹ | Rig. | Serv- ice. | Gross tons. | Net tons. | Year built. | Home port. | Present owner. | Former flag. | Former name. |
|--|--|---------|---------------|----------------|--------------|------------------|-----------------------------|-----------------------------------|--------------|--------------------|
| <i>Act of Aug. 18, 1914.</i> | | | | | | | | | | |
| | 1921. | | | | | | | | | |
| 347. Golden Rod (7) ² | July 8 | Sch.. | Frt... | 412 | 349 | 1919 | Mobile, Ala..... | Whitney & Bodden Shipping Co..... | British..... | Sir Donald. |
| 348. Telapus (2)..... | Aug. 6 | Ga. y. | Yct... | 13 | 8 | 1911 | Seattle, Wash..... | Harry L. Dodge..... | do..... | Telapus. |
| 349. Half Moon (14)..... | Aug. 11 | Sch. y. | Yct... | 204 | 204 | 1908 | New York, N. Y..... | Gordon Woodbury..... | Norwegian.. | Exen. |
| 350. Mary-Ken (2)..... | Aug. 12 | Ga. y. | Yct... | 17 | 11 | 1921 | Detroit, Mich..... | Frederick Lewis..... | British..... | |
| 351. William Dollar (28)..... | Sept. 19 | Shp.. | Frt... | 3,238 | 3,036 | 1902 | San Francisco, Calif. | Robert Dollar Co..... | French..... | Walkure. |
| 352. Ralph S. Parsons (8)..... | Nov. 7 | Sch.. | Frt... | 431 | 394 | 1917 | Mobile, Ala..... | Samuel C. Fordo..... | British..... | Ralph S. Parsons. |
| 353. Melville Dollar (42) ³ | Nov. 21 | St. s. | Frt... | 7,032 | 4,319 | 1921 | San Francisco, Calif. | Robert Dollar Co..... | China..... | Oriental. |
| 354. Louie B. Beauchamp (6)..... | Dec. 12 | Sch.. | Frt... | 430 | 381 | 1909 | Mobile, Ala..... | J. F. Beauchamp..... | British..... | W. S. MacDonald. |
| 355. James Dollar (21)..... | Dec. 16 | Shp.. | Frt... | 3,017 | 2,812 | 1901 | San Francisco, Calif. | Robert Dollar Co..... | do..... | Orotava. |
| 1922. | | | | | | | | | | |
| 356. Joseph Dollar (27)..... | Jan. 10 | Shp.. | Frt... | 2,407 | 2,262 | 1902 | do..... | do..... | German..... | Schurbeck. |
| 357. Stonewall (44)..... | Jan. 18 | St. s. | Frt... | 4,968 | 3,184 | 1920 | New York, N. Y..... | Garland Steamship Corp..... | British..... | Stonewall. |
| 358. Eugenia Emilia (48)..... | Feb. 4 | Bk.... | Frt... | 1,053 | 957 | 1876 | New Bedford, Mass. | Luiz de Oliveira..... | Panamanian | Tiburon. |
| 359. Yankton (26) ³ | Feb. 7 | St. s. | Frt... | 544 | 232 | 1893 | New York, N. Y..... | Alexander A. Tanos..... | British..... | Penelope. |
| 360. Cathay (42) ³ | Feb. 14 | St. s. | Frt... | 7,033 | 4,321 | 1921 | San Francisco, Calif. | United States Shipping Board..... | China..... | Cathay. |
| 361. Janet Dollar (28)..... | Feb. 20 | Shp.. | Frt... | 3,096 | 2,898 | 1902 | do..... | Robert Dollar Co..... | British..... | Egon. |
| 362. Thielbek (21)..... | Mar. 27 | Shp.. | Frt... | 2,832 | 2,660 | 1893 | do..... | do..... | do..... | Thielbek. |
| 363. Hans (21)..... | do..... | Shp.. | Frt... | 3,102 | 2,880 | 1904 | do..... | do..... | do..... | Hans. |
| 364. Mae Dollar (21)..... | Mar. 31 | Shp.. | Frt... | 3,408 | 3,197 | 1892 | do..... | do..... | German..... | Adolf Vinnen. |
| 365. Fiore (15)..... | Apr. 10 | Bk.... | Frt... | 1,611 | 1,452 | 1892 | Jacksonville, Fla..... | F. W. Eansor..... | Norwegian.. | Fiore. |
| 366. Margaret Dollar (42) ³ | Apr. 24 | St. s. | Frt... | 7,030 | 4,351 | 1921 | San Francisco, Calif. | Dollar Steamship Line..... | China..... | Celestial. |
| 367. Resolute (400)..... | Apr. 29 | St. s. | Pas... | 17,299 | 9,311 | 1920 | New York, N. Y..... | Atlantic Mail Corp..... | Dutch..... | Brabantis. |
| 368. Reliance (400)..... | May 15 | St. s. | Pas... | 16,191 | 7,914 | 1920 | do..... | do..... | do..... | Limburgia. |
| 369. Cynthia J. Griffin (7)..... | May 17 | Sch.. | Frt... | 487 | 438 | 1917 | Norfolk, Va..... | Chas. V. Griffin..... | British..... | Marion G. Douglas. |
| 370. Stranger (8)..... | May 22 | Sch.. | Frt... | 595 | 510 | 1918 | Mobile, Ala..... | Whitney & Bodden Shipping Co..... | do..... | Hilda M. Stark. |
| 371. Bronx 3 (4) ³ | June 5 | St. s. | Tow... | 59 | 40 | 1898 | New York, N. Y..... | David J. Conroy (Inc.)..... | do..... | Alpha. |
| 372. Dariel (1)..... | June 26 | Ga. y. | Yct... | 20 | 20 | 1910 | Detroit, Mich..... | Bernard F. Weadock..... | do..... | Dariel. |
| <i>Act of Feb. 24, 1915.</i> | | | | | | | | | | |
| | 1921. | | | | | | | | | |
| 373. Anna (5)..... | Dec. 15 | Slp... | Frt... | 16 | 14 | (⁴) | St. Thomas, Virgin Islands. | A. H. Lockhart..... | Dutch..... | Anna. |

¹ Provisional registers were granted as follows: Feb. 6, 1922, *Resolute*; Mar. 14, 1922, *Reliance*.² The last serial number represents the number of foreign-built vessels admitted to American registry since Aug. 18, 1914.³ As amended by merchant marine act, June 5, 1920.⁴ Unknown.

APPENDIX J.

MISCELLANEOUS.

The following appendix contains miscellaneous information relating to matters in the text.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1922.

The following statement of the value of imports and exports of the United States carried in American and foreign vessels and in cars and other land vehicles for the fiscal years 1821 to 1922 is furnished by the Bureau of Foreign and Domestic Commerce of the Department of Commerce:

| Year. | Imports. | | | Exports. ¹ | | |
|------------------------|---|----------------------|---------------------|---|----------------------|---------------------|
| | In cars and other land vehicles. ² | In American vessels. | In foreign vessels. | In cars and other land vehicles. ² | In American vessels. | In foreign vessels. |
| 1821..... | | \$58,025,890 | \$4,559,825 | | \$55,175,572 | \$9,798,410 |
| 1822..... | | 76,984,331 | 6,257,210 | | 60,715,568 | 11,444,713 |
| 1823..... | | 71,511,541 | 6,087,726 | | 65,315,666 | 9,383,464 |
| 1824..... | | 75,265,053 | 5,283,954 | | 67,411,706 | 8,574,951 |
| 1825..... | | 91,902,512 | 4,437,563 | | 88,799,749 | 10,735,639 |
| 1826..... | | 80,778,120 | 4,196,357 | | 69,553,516 | 8,041,806 |
| 1827..... | | 74,965,496 | 4,518,572 | | 72,090,544 | 10,232,283 |
| 1828..... | | 81,951,319 | 6,558,505 | | 61,108,374 | 11,156,312 |
| 1829..... | | 69,325,552 | 5,166,975 | | 62,089,441 | 10,269,270 |
| 1830..... | | 66,015,739 | 4,481,181 | | 63,882,719 | 9,936,789 |
| 1831..... | | 93,962,110 | 9,229,014 | | 65,546,181 | 15,764,402 |
| 1832..... | | 90,298,229 | 10,731,037 | | 66,140,760 | 21,036,183 |
| 1833..... | | 98,030,772 | 10,057,539 | | 68,058,231 | 22,082,202 |
| 1834..... | | 113,700,174 | 12,821,858 | | 77,693,461 | 26,643,512 |
| 1835..... | | 135,288,865 | 14,603,877 | | 94,135,191 | 27,558,386 |
| 1836..... | | 171,076,442 | 18,323,593 | | 97,132,457 | 31,530,583 |
| 1837..... | | 122,177,193 | 18,812,024 | | 91,207,563 | 26,211,813 |
| 1838..... | | 103,887,448 | 10,629,956 | | 89,818,799 | 18,666,817 |
| 1839..... | | 143,874,252 | 18,217,880 | | 94,787,948 | 26,240,468 |
| 1840..... | | 92,802,352 | 14,339,167 | | 105,622,257 | 26,463,689 |
| 1841..... | | 113,221,877 | 14,724,300 | | 94,808,638 | 27,043,165 |
| 1842..... | | 88,724,280 | 11,437,807 | | 79,893,023 | 24,798,511 |
| 1843..... | | 49,971,875 | 14,781,924 | | 65,053,686 | 19,292,844 |
| 1844..... | | 94,174,673 | 14,230,362 | | 78,450,529 | 32,749,517 |
| 1845..... | | 102,438,481 | 14,816,083 | | 86,942,442 | 27,704,164 |
| 1846..... | | 103,008,173 | 15,683,624 | | 86,550,175 | 26,938,341 |
| 1847..... | | 113,141,357 | 33,404,281 | | 100,204,804 | 53,838,210 |
| 1848..... | | 128,647,232 | 26,351,696 | | 109,657,931 | 44,374,200 |
| 1849..... | | 120,382,152 | 27,475,287 | | 100,533,123 | 45,222,697 |
| 1850..... | | 139,657,043 | 38,481,285 | | 99,615,041 | 52,283,679 |
| 1851..... | | 163,650,543 | 52,574,389 | | 152,451,689 | 65,931,322 |
| 1852..... | | 155,258,467 | 53,038,388 | | 139,476,937 | 70,181,429 |
| 1853..... | | 191,688,325 | 76,290,322 | | 155,028,802 | 75,947,355 |
| 1854..... | | 215,376,273 | 86,117,821 | | 191,322,266 | 84,474,054 |
| 1855..... | | 202,274,900 | 59,233,620 | | 203,250,562 | 71,906,284 |
| 1856..... | | 249,972,512 | 64,667,470 | | 232,295,762 | 94,669,146 |
| 1857..... | | 259,116,170 | 101,773,971 | | 251,214,857 | 111,745,825 |
| 1858..... | | 203,700,016 | 78,913,134 | | 243,491,288 | 81,153,133 |
| 1859..... | | 216,173,428 | 122,644,702 | | 249,617,953 | 107,171,509 |
| 1860..... | | 228,164,855 | 134,001,399 | | 279,082,902 | 121,039,394 |
| Total (1821-1860)..... | | 5,053,506,022 | 1,229,968,628 | | 4,515,228,033 | 1,580,206,431 |
| 1861..... | | 201,544,055 | 134,105,098 | | 179,972,733 | 69,372,180 |
| 1862..... | | 92,274,100 | 113,497,629 | | 125,421,318 | 104,517,667 |
| 1863..... | | 100,744,580 | 143,175,340 | | 132,127,891 | 199,880,691 |
| 1864..... | | 81,212,077 | 248,350,818 | | 102,849,409 | 237,442,730 |
| 1865..... | | 74,385,116 | 174,170,536 | | 93,017,756 | 292,839,588 |
| Total (1861-1885)..... | | 550,159,928 | 813,300,431 | | 633,389,107 | 874,052,856 |

¹ Stated in mixed gold and currency values from 1862 to 1879, inclusive.

² Not separately stated prior to July 1, 1870.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1922—Continued.

| Year. | Imports. | | | Exports. | | |
|---------------------------|----------------------------------|----------------------|---------------------|----------------------------------|----------------------|---------------------|
| | In cars and other land vehicles. | In American vessels. | In foreign vessels. | In cars and other land vehicles. | In American vessels. | In foreign vessels. |
| 1866..... | | \$112,040,395 | \$333,471,763 | | \$213,671,466 | \$351,754,928 |
| 1867..... | | 117,209,536 | 300,622,035 | | 180,625,368 | 280,708,388 |
| 1868..... | | 122,965,225 | 248,659,583 | | 175,016,348 | 301,886,491 |
| 1869..... | | 136,802,024 | 300,512,231 | | 153,154,748 | 285,979,781 |
| 1870..... | | 153,237,077 | 309,140,510 | | 199,732,324 | 329,786,978 |
| 1871..... | \$15,187,354 | 163,285,710 | 363,020,644 | \$7,798,156 | 190,378,462 | 392,801,932 |
| 1872..... | 17,635,681 | 177,286,302 | 445,416,783 | 10,015,089 | 168,044,799 | 393,929,579 |
| 1873..... | 17,070,548 | 174,789,834 | 471,806,765 | 10,799,430 | 171,566,758 | 494,915,886 |
| 1874..... | 14,513,335 | 176,027,778 | 405,320,135 | 8,509,205 | 174,424,216 | 533,885,971 |
| 1875..... | 13,083,859 | 157,872,726 | 382,949,568 | 7,304,376 | 156,385,066 | 501,838,949 |
| 1876..... | 12,148,667 | 143,389,704 | 321,139,500 | 6,324,487 | 167,686,467 | 492,215,487 |
| 1877..... | 10,697,640 | 151,834,067 | 329,565,833 | 6,767,170 | 164,826,214 | 530,354,703 |
| 1878..... | 12,965,999 | 146,499,282 | 307,407,565 | 7,511,365 | 166,551,624 | 569,583,564 |
| 1879..... | 11,983,823 | 143,590,353 | 310,499,599 | 7,439,862 | 128,425,339 | 600,769,633 |
| 1880..... | 15,142,465 | 149,317,368 | 503,494,913 | 5,838,928 | 109,029,209 | 720,770,521 |
| 1881..... | 17,193,213 | 133,631,146 | 491,840,269 | 8,259,308 | 116,955,324 | 777,162,714 |
| 1882..... | 22,854,946 | 130,266,826 | 571,517,802 | 12,118,371 | 96,962,919 | 641,460,967 |
| 1883..... | 23,003,048 | 136,002,290 | 564,175,576 | 25,089,844 | 101,418,210 | 694,331,348 |
| 1884..... | 20,140,294 | 135,046,207 | 512,511,192 | 26,573,774 | 98,652,828 | 615,287,007 |
| 1885..... | 21,149,476 | 112,864,052 | 443,513,801 | 24,183,299 | 82,001,611 | 636,004,765 |
| 1886..... | 24,555,683 | 118,942,817 | 491,937,636 | 19,144,667 | 78,406,686 | 581,973,477 |
| 1887..... | 27,562,059 | 121,365,493 | 543,292,216 | 21,389,666 | 72,991,253 | 621,802,292 |
| 1888..... | 32,209,459 | 123,525,298 | 568,222,857 | 22,147,368 | 67,332,175 | 606,474,964 |
| 1889..... | 38,227,861 | 120,782,910 | 586,120,881 | 28,436,517 | 83,022,198 | 630,942,660 |
| 1890..... | 40,621,361 | 124,948,948 | 623,740,100 | 32,949,902 | 77,502,138 | 747,376,644 |
| 1891..... | 40,932,755 | 127,471,678 | 676,511,763 | 31,923,439 | 78,988,047 | 773,569,324 |
| 1892..... | 39,726,535 | 139,139,891 | 648,535,976 | 33,221,472 | 81,033,844 | 916,022,832 |
| 1893..... | 44,121,094 | 127,095,434 | 695,184,394 | 43,862,947 | 70,670,073 | 733,132,174 |
| 1894..... | 29,623,095 | 121,561,193 | 503,810,334 | 49,221,427 | 73,707,023 | 769,212,122 |
| 1895..... | 33,201,988 | 108,229,615 | 590,538,362 | 49,902,754 | 62,277,581 | 695,357,830 |
| 1896..... | 35,535,079 | 117,299,074 | 626,890,521 | 61,131,125 | 70,392,813 | 751,083,000 |
| 1897..... | 35,535,620 | 109,138,454 | 619,784,338 | 65,082,305 | 79,941,823 | 905,966,428 |
| 1898..... | 30,427,784 | 93,535,867 | 492,086,003 | 73,283,704 | 67,792,150 | 1,090,406,786 |
| 1899..... | 33,424,821 | 82,050,118 | 581,673,550 | 83,870,907 | 78,562,688 | 1,064,590,307 |
| 1900..... | 44,412,509 | 104,304,9,0 | 701,223,735 | 110,483,141 | 90,779,252 | 1,193,220,689 |
| 1901..... | 47,100,814 | 93,055,493 | 683,015,858 | 111,900,931 | 84,343,122 | 1,291,520,938 |
| 1902..... | 56,366,711 | 102,188,002 | 744,766,235 | 123,824,337 | 83,631,985 | 1,174,263,079 |
| 1903..... | 66,208,195 | 123,666,832 | 835,844,210 | 138,851,301 | 91,028,200 | 1,190,258,178 |
| 1904..... | 68,239,120 | 132,253,065 | 790,595,186 | 152,736,889 | 97,482,054 | 1,210,608,328 |
| 1905..... | 78,725,270 | 160,649,571 | 878,138,230 | 163,540,059 | 129,958,375 | 1,225,063,232 |
| 1906..... | 86,677,047 | 168,488,129 | 971,397,270 | 193,735,340 | 153,859,076 | 1,396,270,084 |
| 1907..... | 94,172,649 | 176,550,716 | 1,163,698,060 | 218,472,537 | 141,780,310 | 1,520,598,231 |
| 1908..... | 71,310,825 | 151,919,733 | 971,111,234 | 190,551,127 | 120,592,495 | 1,549,629,724 |
| 1909..... | 71,391,142 | 150,528,075 | 1,090,001,007 | 182,189,155 | 108,129,142 | 1,372,692,807 |
| 1910..... | 90,408,369 | 147,100,976 | 1,319,438,085 | 228,724,159 | 113,736,171 | 1,402,524,390 |
| 1911..... | 91,074,620 | 146,640,912 | 1,289,510,573 | 274,828,714 | 133,565,552 | 1,640,925,633 |
| 1912..... | 102,187,084 | 170,849,680 | 1,380,228,170 | 323,929,836 | 151,601,885 | 1,728,790,688 |
| 1913..... | 115,346,125 | 193,094,242 | 1,504,567,867 | 390,485,334 | 187,938,253 | 1,887,460,562 |
| Total (1866-1913)..... | | 6,530,335,058 | 30,488,450,718 | | 5,749,555,744 | 40,817,170,295 |
| 1914..... | 156,217,004 | 198,923,666 | 1,538,784,987 | 316,819,289 | 169,436,090 | 1,878,323,769 |
| 1915..... | 147,900,828 | 281,334,841 | 1,244,934,571 | 302,233,277 | 290,597,071 | 2,175,758,962 |
| 1916..... | 197,908,390 | 449,872,543 | 1,550,102,777 | 507,416,794 | 499,053,673 | 3,327,030,498 |
| 1917..... | 304,616,383 | 648,256,478 | 1,706,482,324 | 825,292,063 | 803,829,960 | 4,660,926,341 |
| 1918..... | 385,228,158 | 710,777,017 | 1,849,650,228 | 776,438,160 | 977,718,929 | 4,165,554,282 |
| 1919..... | 478,684,231 | 875,602,857 | 1,741,432,980 | 889,220,129 | 1,617,900,599 | 4,725,161,958 |
| 1920..... | 531,664,500 | 1,835,757,405 | 2,870,930,209 | 942,566,338 | 3,285,865,822 | 3,932,444,373 |
| 1921..... | 446,742,761 | 1,301,944,050 | 1,905,762,619 | 813,587,305 | 2,245,703,389 | 3,457,024,652 |
| 1922..... | 258,686,097 | 734,375,471 | 1,533,906,433 | 526,054,037 | 1,177,147,354 | 2,067,980,206 |
| Total (1914-1922)..... | | 7,036,844,328 | 15,941,986,928 | | 11,017,234,917 | 30,390,205,041 |

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1922—Continued:

| Year. | Total United States imports and exports. | | | | | By land vehicles. | Total by land and sea. |
|-----------|--|---------------------|---------------|-------------------------------|------------|-------------------|------------------------|
| | By sea. ¹ | | | | | | |
| | In American vessels. | In foreign vessels. | Total. | Per cent in American vessels. | | | |
| 1821..... | \$113,201,462 | \$14,358,235 | \$127,559,697 | 88.7 | | | |
| 1822..... | 137,699,899 | 17,701,923 | 155,401,822 | 88.4 | | | |
| 1823..... | 136,827,207 | 15,451,190 | 152,278,397 | 89.9 | | | |
| 1824..... | 142,676,759 | 13,858,905 | 156,535,664 | 91.2 | | | |
| 1825..... | 180,702,261 | 15,173,202 | 195,875,463 | 92.3 | | | |
| 1826..... | 150,331,636 | 12,238,163 | 162,569,799 | 92.5 | | | |
| 1827..... | 147,056,040 | 14,750,855 | 161,806,895 | 90.9 | | | |
| 1828..... | 143,059,693 | 17,714,817 | 160,774,510 | 88.9 | | | |
| 1829..... | 131,414,993 | 15,436,205 | 146,851,198 | 89.5 | | | |
| 1830..... | 129,918,458 | 14,447,970 | 144,366,428 | 89.9 | | | |
| 1831..... | 159,508,291 | 24,993,416 | 184,501,707 | 86.5 | | | |
| 1832..... | 156,438,989 | 31,767,220 | 188,206,209 | 83.1 | | | |
| 1833..... | 166,119,003 | 32,139,741 | 198,258,744 | 83.8 | | | |
| 1834..... | 191,393,635 | 39,464,670 | 230,858,305 | 83.0 | | | |
| 1835..... | 229,424,056 | 42,165,263 | 271,589,319 | 84.5 | | | |
| 1836..... | 268,188,899 | 49,854,176 | 318,043,075 | 84.3 | | | |
| 1837..... | 213,384,756 | 45,023,837 | 258,408,593 | 82.6 | | | |
| 1838..... | 192,907,247 | 29,296,773 | 222,204,020 | 84.2 | | | |
| 1839..... | 238,662,200 | 44,458,348 | 283,120,548 | 84.3 | | | |
| 1840..... | 198,424,609 | 40,802,856 | 239,227,465 | 82.9 | | | |
| 1841..... | 208,030,515 | 41,767,465 | 249,797,980 | 83.3 | | | |
| 1842..... | 168,617,303 | 36,236,318 | 204,853,621 | 82.3 | | | |
| 1843..... | 115,025,511 | 34,074,768 | 149,100,279 | 77.1 | | | |
| 1844..... | 172,625,202 | 47,009,879 | 219,635,081 | 78.6 | | | |
| 1845..... | 189,380,923 | 42,520,247 | 231,901,170 | 81.7 | | | |
| 1846..... | 192,558,348 | 42,621,965 | 235,180,313 | 81.7 | | | |
| 1847..... | 213,346,161 | 87,272,491 | 300,618,652 | 70.9 | | | |
| 1848..... | 238,305,163 | 70,725,896 | 309,021,059 | 77.4 | | | |
| 1849..... | 220,915,275 | 72,697,984 | 293,613,259 | 75.2 | | | |
| 1850..... | 239,272,084 | 90,764,954 | 330,037,038 | 72.5 | | | |
| 1851..... | 316,107,232 | 118,505,711 | 434,612,943 | 72.7 | | | |
| 1852..... | 294,735,404 | 123,219,817 | 417,955,221 | 70.5 | | | |
| 1853..... | 346,717,127 | 152,237,677 | 498,954,804 | 69.5 | | | |
| 1854..... | 406,698,589 | 170,591,875 | 577,290,414 | 70.5 | | | |
| 1855..... | 405,485,462 | 131,139,904 | 536,625,366 | 75.6 | | | |
| 1856..... | 482,298,274 | 159,336,576 | 641,604,850 | 75.2 | | | |
| 1857..... | 510,331,027 | 153,519,796 | 723,850,823 | 70.5 | | | |
| 1858..... | 447,191,304 | 160,066,267 | 607,257,561 | 73.7 | | | |
| 1859..... | 465,741,381 | 229,816,211 | 695,557,592 | 66.9 | | | |
| 1860..... | 507,247,757 | 255,040,793 | 762,288,550 | 66.5 | | | |
| 1861..... | 381,516,788 | 203,478,278 | 584,995,066 | 65.2 | | | |
| 1862..... | 217,695,418 | 218,015,296 | 435,710,714 | 50.0 | | | |
| 1863..... | 241,872,471 | 343,056,081 | 584,928,552 | 41.4 | | | |
| 1864..... | 184,061,486 | 485,793,548 | 669,855,034 | 27.5 | | | |
| 1865..... | 167,402,872 | 437,010,124 | 604,412,996 | 27.7 | | | |
| 1866..... | 325,711,861 | 685,226,691 | 1,010,938,552 | 32.2 | | | |
| 1867..... | 297,834,904 | 581,330,403 | 879,165,307 | 33.9 | | | |
| 1868..... | 297,981,573 | 553,546,074 | 848,527,647 | 35.1 | | 848,527,647 | |
| 1869..... | 289,956,772 | 586,492,012 | 876,448,784 | 33.2 | | 876,448,784 | |
| 1870..... | 352,969,401 | 638,927,488 | 991,896,889 | 35.6 | | 991,896,889 | |
| 1871..... | 353,664,172 | 755,822,576 | 1,109,486,748 | 31.9 | 22,985,510 | 1,132,472,258 | |
| 1872..... | 345,331,101 | 839,346,362 | 1,184,677,463 | 29.2 | 27,650,770 | 1,212,328,233 | |
| 1873..... | 346,306,592 | 966,722,651 | 1,313,029,243 | 26.4 | 27,869,978 | 1,340,899,221 | |
| 1874..... | 350,451,994 | 939,206,106 | 1,289,658,100 | 27.2 | 23,022,540 | 1,312,680,640 | |
| 1875..... | 314,257,792 | 884,788,517 | 1,199,046,309 | 26.2 | 20,388,235 | 1,219,434,544 | |
| 1876..... | 311,076,171 | 813,354,987 | 1,124,431,158 | 27.7 | 18,473,154 | 1,142,904,312 | |
| 1877..... | 316,660,281 | 859,920,536 | 1,176,580,817 | 26.9 | 17,464,810 | 1,194,045,627 | |
| 1878..... | 313,050,906 | 876,991,129 | 1,190,042,035 | 26.3 | 20,477,364 | 1,210,519,399 | |
| 1879..... | 272,015,692 | 911,269,232 | 1,183,284,924 | 23.0 | 19,423,685 | 1,202,708,609 | |
| 1880..... | 258,346,577 | 1,224,285,434 | 1,482,632,011 | 17.4 | 20,981,393 | 1,503,613,404 | |
| 1881..... | 250,586,470 | 1,269,002,983 | 1,519,589,453 | 16.5 | 25,452,521 | 1,545,041,974 | |
| 1882..... | 227,229,745 | 1,212,978,769 | 1,440,208,514 | 15.8 | 34,973,317 | 1,475,181,831 | |
| 1883..... | 240,420,500 | 1,258,506,924 | 1,498,927,424 | 16.0 | 48,092,892 | 1,547,020,316 | |
| 1884..... | 233,699,035 | 1,127,798,199 | 1,361,497,234 | 17.2 | 46,714,068 | 1,408,211,302 | |
| 1885..... | 194,865,743 | 1,079,518,566 | 1,274,384,309 | 15.3 | 45,332,775 | 1,319,717,084 | |
| 1886..... | 197,349,503 | 1,073,911,113 | 1,271,260,616 | 15.5 | 43,700,350 | 1,314,960,966 | |
| 1887..... | 194,356,746 | 1,165,194,598 | 1,359,551,254 | 14.3 | 48,951,725 | 1,408,502,979 | |
| 1888..... | 190,857,473 | 1,174,697,321 | 1,365,554,794 | 14.0 | 44,356,827 | 1,410,911,621 | |
| 1889..... | 203,805,108 | 1,217,063,541 | 1,420,868,649 | 14.3 | 66,664,378 | 1,487,533,027 | |
| 1890..... | 202,451,086 | 1,371,116,744 | 1,573,567,830 | 12.9 | 73,571,263 | 1,647,139,093 | |
| 1891..... | 206,459,725 | 1,450,081,087 | 1,656,540,812 | 12.5 | 72,856,194 | 1,729,397,006 | |
| 1892..... | 220,173,735 | 1,564,559,651 | 1,784,733,386 | 12.3 | 72,947,224 | 1,857,680,610 | |
| 1893..... | 197,765,507 | 1,428,316,568 | 1,626,082,075 | 12.2 | 87,984,041 | 1,714,066,116 | |

¹ Includes also all water-borne foreign commerce of ports on the Great Lakes.

1. FOREIGN CARRYING TRADE OF THE UNITED STATES, 1821-1922—Continued.

| Year. | Total United States imports and exports. | | | | | |
|-----------|--|---------------------|-----------------|-------------------------------|-------------------|------------------------|
| | By sea. | | | | By land vehicles. | Total by land and sea. |
| | In American vessels. | In foreign vessels. | Total. | Per cent in American vessels. | | |
| 1894..... | \$195,268,216 | \$1,273,022,456 | \$1,468,290,672 | 13.3 | 78,844,622 | 1,547,135,194 |
| 1895..... | 170,507,196 | 1,285,896,192 | 1,456,403,388 | 11.7 | 83,104,742 | 1,539,508,130 |
| 1896..... | 187,691,887 | 1,377,973,521 | 1,565,665,408 | 12.0 | 96,666,204 | 1,662,331,612 |
| 1897..... | 189,075,277 | 1,525,753,766 | 1,714,829,043 | 11.0 | 100,894,925 | 1,815,723,968 |
| 1898..... | 161,328,017 | 1,582,492,479 | 1,743,820,496 | 9.3 | 103,711,488 | 1,847,531,984 |
| 1899..... | 160,612,206 | 1,646,263,857 | 1,806,876,063 | 8.9 | 117,295,728 | 1,924,171,791 |
| 1900..... | 195,084,192 | 1,894,444,424 | 2,089,528,616 | 9.3 | 154,895,650 | 2,244,424,266 |
| 1901..... | 177,398,615 | 1,974,536,796 | 2,151,935,411 | 8.2 | 159,001,745 | 2,310,937,156 |
| 1902..... | 185,819,987 | 1,919,029,314 | 2,104,849,301 | 8.8 | 180,191,048 | 2,285,040,349 |
| 1903..... | 214,695,032 | 2,026,106,388 | 2,240,801,420 | 9.6 | 205,059,496 | 2,445,860,916 |
| 1904..... | 229,735,119 | 2,001,203,514 | 2,230,938,633 | 10.3 | 220,976,009 | 2,451,914,642 |
| 1905..... | 290,607,946 | 2,103,201,462 | 2,393,809,408 | 12.1 | 242,265,329 | 2,636,074,737 |
| 1906..... | 322,347,205 | 2,367,667,354 | 2,690,014,559 | 12.0 | 280,412,87 | 2,970,426,946 |
| 1907..... | 318,331,026 | 2,684,296,291 | 3,002,627,317 | 10.6 | 312,645,186 | 3,315,272,503 |
| 1908..... | 272,513,322 | 2,520,739,864 | 2,793,253,186 | 9.8 | 261,861,952 | 3,055,115,138 |
| 1909..... | 258,657,217 | 2,462,693,814 | 2,721,351,031 | 9.5 | 253,580,297 | 2,974,931,328 |
| 1910..... | 260,837,147 | 2,721,962,475 | 2,982,799,622 | 8.7 | 239,132,528 | 3,201,932,150 |
| 1911..... | 280,206,644 | 2,930,436,506 | 3,210,642,970 | 8.7 | 365,903,334 | 3,576,546,304 |
| 1912..... | 322,451,565 | 3,109,018,858 | 3,431,470,423 | 9.4 | 426,116,920 | 3,857,587,343 |
| 1913..... | 381,032,496 | 3,392,028,429 | 3,773,060,925 | 10.1 | 505,831,459 | 4,278,892,384 |
| 1914..... | 368,359,756 | 3,417,108,756 | 3,785,468,512 | 9.7 | 473,036,293 | 4,258,504,805 |
| 1915..... | 571,931,912 | 3,420,693,563 | 3,992,625,475 | 14.3 | 540,133,605 | 4,442,759,080 |
| 1916..... | 948,908,216 | 4,877,132,995 | 5,826,041,211 | 16.3 | 705,325,184 | 6,531,366,395 |
| 1917..... | 1,452,086,468 | 6,367,408,665 | 7,819,495,133 | 18.6 | 1,129,908,446 | 8,949,403,579 |
| 1918..... | 1,688,495,946 | 6,015,204,510 | 7,703,700,456 | 21.9 | 1,161,666,318 | 8,865,366,774 |
| 1919..... | 2,493,503,456 | 6,466,594,938 | 8,960,098,394 | 27.8 | 1,367,904,360 | 10,328,002,754 |
| 1920..... | 5,071,623,227 | 6,803,374,582 | 11,874,997,809 | 42.7 | 1,474,230,838 | 13,349,228,647 |
| 1921..... | 3,547,647,439 | 5,362,787,271 | 8,910,434,710 | 39.8 | 1,260,330,066 | 10,170,764,776 |
| 1922..... | 1,911,522,825 | 3,601,886,639 | 5,513,409,464 | *34.6 | 784,740,134 | 6,298,149,598 |

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1922.

[Compiled in the Bureau of Foreign and Domestic Commerce of the Department of Commerce.]

| Year. | Entered. | | | | Cleared. | | | | Total. | | | |
|-----------|----------------|--------------|----------|--------------|----------------|--------------|----------|--------------|----------------|--------------|-----------|--------------|
| | Ameri- can. | Per cent. | Foreign. | Per cent. | Ameri- can. | Per cent. | Foreign. | Per cent. | Ameri- can. | Per cent. | Foreign. | Per cent. |
| 1821..... | 765,098 | 91 | 81,526 | 9 | 804,947 | 91 | 83,073 | 9 | 1,570,045 | 90 | 164,604 | 10 |
| 1822..... | 787,961 | 89 | 100,541 | 11 | 813,748 | 90 | 97,490 | 10 | 1,501,709 | 88 | 198,011 | 12 |
| 1823..... | 775,271 | 86 | 119,458 | 14 | 810,761 | 87 | 119,740 | 13 | 1,586,042 | 86 | 239,208 | 14 |
| 1824..... | 850,033 | 89 | 102,367 | 11 | 919,278 | 89 | 102,552 | 11 | 1,769,311 | 90 | 204,919 | 10 |
| 1825..... | 880,754 | 90 | 92,927 | 10 | 930,366 | 90 | 95,080 | 10 | 1,841,120 | 91 | 188,007 | 9 |
| 1826..... | 942,203 | 89 | 105,654 | 11 | 953,012 | 90 | 99,417 | 10 | 1,895,218 | 89 | 205,071 | 11 |
| 1827..... | 918,361 | 86 | 137,589 | 14 | 980,542 | 88 | 131,250 | 12 | 1,898,903 | 88 | 268,899 | 12 |
| 1828..... | 858,381 | 86 | 150,223 | 14 | 897,404 | 86 | 151,010 | 14 | 1,765,785 | 85 | 301,253 | 15 |
| 1829..... | 872,949 | 86 | 130,743 | 14 | 944,799 | 87 | 133,006 | 13 | 1,817,748 | 87 | 263,749 | 13 |
| 1830..... | 927,227 | 88 | 131,900 | 12 | 971,760 | 88 | 133,436 | 12 | 1,938,987 | 88 | 265,336 | 12 |
| 1831..... | 966,622 | 76 | 481,948 | 24 | 972,504 | 78 | 271,994 | 22 | 1,895,456 | 77 | 553,942 | 23 |
| 1832..... | 949,622 | 70 | 393,078 | 30 | 974,865 | 71 | 387,505 | 29 | 1,924,487 | 71 | 780,543 | 29 |
| 1833..... | 1,111,441 | 69 | 496,705 | 31 | 1,142,140 | 69 | 497,039 | 31 | 2,253,601 | 68 | 993,744 | 32 |
| 1834..... | 1,074,670 | 65 | 568,052 | 35 | 1,134,020 | 66 | 577,700 | 34 | 2,208,690 | 66 | 1,145,752 | 34 |
| 1835..... | 1,352,653 | 68 | 641,310 | 32 | 1,400,517 | 69 | 630,824 | 31 | 2,753,270 | 68 | 1,280,134 | 32 |
| 1836..... | 1,255,384 | 64 | 680,213 | 36 | 1,315,523 | 66 | 674,721 | 34 | 2,570,907 | 65 | 1,354,934 | 35 |
| 1837..... | 1,299,720 | 62 | 765,703 | 38 | 1,266,622 | 62 | 756,292 | 38 | 2,566,342 | 63 | 1,221,995 | 37 |
| 1838..... | 1,302,744 | 68 | 592,110 | 32 | 1,408,761 | 69 | 604,166 | 31 | 2,711,735 | 69 | 1,196,276 | 31 |
| 1839..... | 1,491,276 | 71 | 624,814 | 29 | 1,477,928 | 71 | 611,839 | 29 | 2,969,207 | 71 | 1,231,653 | 29 |
| 1840..... | 1,576,946 | 68 | 712,363 | 32 | 1,647,009 | 69 | 709,486 | 31 | 3,223,955 | 69 | 1,418,849 | 31 |
| 1841..... | 1,631,909 | 68 | 736,444 | 32 | 1,634,156 | 68 | 736,849 | 32 | 3,266,065 | 69 | 1,478,293 | 31 |
| 1842..... | 1,510,111 | 67 | 732,775 | 33 | 1,536,451 | 67 | 740,497 | 33 | 3,046,562 | 68 | 1,478,272 | 32 |
| 1843..... | 1,143,523 | 68 | 534,752 | 32 | 1,283,083 | 70 | 523,499 | 30 | 2,411,605 | 70 | 1,058,701 | 30 |
| 1844..... | 1,977,438 | 68 | 616,922 | 32 | 2,010,924 | 68 | 903,814 | 32 | 2,983,362 | 69 | 1,823,736 | 31 |
| 1845..... | 2,035,486 | 69 | 910,536 | 31 | 2,053,977 | 69 | 930,275 | 31 | 4,089,463 | 69 | 1,840,538 | 31 |
| 1846..... | 2,151,114 | 69 | 959,739 | 31 | 2,221,028 | 69 | 968,178 | 31 | 4,372,142 | 70 | 1,927,917 | 30 |

2. TONNAGE OF AMERICAN AND FOREIGN VESSELS ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES, FISCAL YEARS 1821-1922—Continued.

| Year. | Entered. | | | | Cleared. | | | | Total. | | | |
|-----------|----------------|--------------|------------|--------------|----------------|--------------|------------|--------------|----------------|--------------|------------|--------------|
| | Ameri- can. | Per cent. | Foreign. | Per cent. | Ameri- can. | Per cent. | Foreign. | Per cent. | Ameri- can. | Per cent. | Foreign. | Per cent. |
| 1847..... | 2,101,359 | 66 | 1,220,345 | 34 | 2,202,393 | 65 | 1,176,605 | 35 | 4,303,752 | 65 | 2,396,951 | 35 |
| 1848..... | 2,393,482 | 63 | 1,405,191 | 37 | 2,451,280 | 63 | 1,404,159 | 37 | 4,854,762 | 64 | 2,809,350 | 36 |
| 1849..... | 2,658,321 | 61 | 1,710,515 | 39 | 2,753,724 | 62 | 1,675,709 | 38 | 5,412,045 | 62 | 3,383,224 | 38 |
| 1850..... | 2,573,016 | 59 | 1,175,623 | 41 | 2,632,789 | 60 | 1,728,214 | 40 | 5,205,804 | 60 | 3,503,817 | 40 |
| 1851..... | 3,054,349 | 61 | 1,939,091 | 39 | 3,200,519 | 62 | 1,929,535 | 38 | 6,254,838 | 62 | 3,838,623 | 38 |
| 1852..... | 3,235,522 | 61 | 2,057,358 | 39 | 3,230,590 | 61 | 2,047,575 | 39 | 6,436,112 | 62 | 4,104,933 | 38 |
| 1853..... | 4,004,013 | 63 | 2,277,930 | 37 | 3,766,789 | 62 | 2,298,790 | 38 | 7,770,802 | 63 | 4,575,720 | 37 |
| 1854..... | 3,752,115 | 63 | 2,132,224 | 37 | 3,911,392 | 64 | 2,107,802 | 36 | 7,693,507 | 65 | 4,240,023 | 35 |
| 1855..... | 3,861,391 | 64 | 2,083,948 | 36 | 4,038,979 | 65 | 2,110,322 | 35 | 7,930,373 | 65 | 4,194,270 | 35 |
| 1856..... | 4,385,484 | 65 | 2,486,769 | 35 | 4,538,364 | 64 | 2,462,109 | 36 | 8,923,848 | 65 | 4,948,878 | 35 |
| 1857..... | 4,721,370 | 65 | 2,464,946 | 35 | 4,580,651 | 64 | 2,490,170 | 36 | 9,302,021 | 66 | 4,955,116 | 34 |
| 1858..... | 4,395,642 | 66 | 2,209,403 | 34 | 4,490,033 | 66 | 3,312,759 | 34 | 8,885,675 | 67 | 4,522,162 | 33 |
| 1859..... | 5,265,648 | 67 | 2,540,387 | 33 | 5,297,367 | 66 | 2,618,338 | 34 | 10,563,015 | 68 | 5,158,775 | 32 |
| 1860..... | 5,921,285 | 71 | 2,353,911 | 29 | 6,165,924 | 70 | 2,624,005 | 30 | 12,087,209 | 71 | 4,977,915 | 29 |
| 1861..... | 5,023,917 | 69 | 2,217,554 | 31 | 4,889,313 | 68 | 2,262,042 | 32 | 9,913,230 | 70 | 4,479,593 | 30 |
| 1862..... | 5,117,685 | 69 | 2,245,278 | 31 | 4,961,818 | 67 | 2,376,999 | 33 | 10,079,503 | 69 | 4,622,277 | 31 |
| 1863..... | 4,614,698 | 63 | 2,460,378 | 37 | 4,447,261 | 59 | 3,064,023 | 41 | 9,061,959 | 62 | 5,701,401 | 38 |
| 1864..... | 3,066,434 | 46 | 3,471,219 | 54 | 3,090,948 | 45 | 3,741,131 | 55 | 6,157,382 | 46 | 7,212,350 | 54 |
| 1865..... | 2,943,661 | 47 | 3,216,967 | 53 | 3,025,134 | 45 | 3,595,123 | 55 | 5,998,795 | 47 | 6,812,090 | 53 |
| 1866..... | 3,372,090 | 43 | 4,410,424 | 57 | 3,383,176 | 43 | 4,438,384 | 57 | 6,755,236 | 44 | 8,848,808 | 56 |
| 1867..... | 3,455,052 | 44 | 4,318,673 | 56 | 3,419,502 | 43 | 4,465,490 | 57 | 6,874,554 | 44 | 8,784,133 | 56 |
| 1868..... | 3,550,550 | 44 | 4,495,465 | 56 | 3,717,958 | 44 | 4,561,030 | 56 | 7,268,506 | 45 | 9,055,525 | 55 |
| 1869..... | 3,402,668 | 38 | 5,347,694 | 62 | 3,381,363 | 38 | 4,372,570 | 62 | 6,754,031 | 39 | 10,721,234 | 61 |
| 1870..... | 3,486,038 | 38 | 5,669,621 | 62 | 3,506,929 | 38 | 5,662,472 | 62 | 6,992,967 | 38 | 11,332,095 | 62 |
| 1871..... | 3,742,740 | 37 | 6,266,444 | 63 | 3,746,942 | 37 | 6,151,537 | 63 | 7,489,682 | 38 | 12,417,981 | 62 |
| 1872..... | 3,711,846 | 34 | 7,094,577 | 66 | 3,682,309 | 34 | 7,051,425 | 66 | 7,394,155 | 35 | 14,146,032 | 65 |
| 1873..... | 3,612,631 | 30 | 8,081,086 | 70 | 3,756,564 | 30 | 8,065,132 | 70 | 7,369,195 | 32 | 14,821,218 | 68 |
| 1874..... | 3,803,725 | 29 | 9,197,829 | 71 | 3,982,052 | 30 | 9,207,396 | 70 | 7,875,777 | 30 | 18,425,225 | 70 |
| 1875..... | 3,573,950 | 30 | 8,118,880 | 70 | 3,736,639 | 31 | 8,159,818 | 69 | 7,310,589 | 30 | 18,278,728 | 70 |
| 1876..... | 3,611,436 | 28 | 8,899,312 | 72 | 3,732,415 | 29 | 8,922,699 | 71 | 7,343,851 | 30 | 17,822,011 | 70 |
| 1877..... | 3,663,403 | 27 | 9,791,386 | 73 | 3,765,171 | 28 | 9,677,218 | 72 | 7,428,574 | 28 | 19,468,694 | 72 |
| 1878..... | 3,642,417 | 25 | 10,821,387 | 75 | 3,872,203 | 26 | 10,935,318 | 74 | 7,514,620 | 26 | 21,756,715 | 74 |
| 1879..... | 3,415,410 | 21 | 12,777,734 | 79 | 3,464,360 | 21 | 12,610,923 | 79 | 6,879,770 | 22 | 25,388,657 | 78 |
| 1880..... | 3,436,964 | 19 | 14,573,685 | 81 | 3,397,355 | 18 | 14,645,544 | 82 | 6,891,319 | 19 | 29,219,229 | 81 |
| 1881..... | 3,253,584 | 17 | 15,065,620 | 83 | 3,375,535 | 18 | 15,004,392 | 82 | 6,629,119 | 19 | 30,160,012 | 81 |
| 1882..... | 3,340,968 | 18 | 14,259,769 | 82 | 3,317,598 | 18 | 14,339,164 | 82 | 6,658,566 | 19 | 28,698,933 | 81 |
| 1883..... | 3,255,453 | 20 | 13,126,184 | 80 | 3,307,223 | 20 | 13,233,673 | 80 | 6,562,766 | 20 | 26,359,857 | 80 |
| 1884..... | 3,202,293 | 22 | 11,866,535 | 78 | 3,236,611 | 22 | 11,967,912 | 78 | 6,438,934 | 22 | 23,834,437 | 78 |
| 1885..... | 3,132,011 | 21 | 12,172,816 | 79 | 3,231,556 | 21 | 12,283,213 | 79 | 6,383,567 | 21 | 24,456,029 | 79 |
| 1886..... | 3,231,573 | 21 | 11,904,043 | 79 | 3,303,373 | 21 | 12,024,299 | 79 | 6,534,946 | 21 | 23,928,342 | 79 |
| 1887..... | 3,365,516 | 21 | 12,450,767 | 79 | 3,259,016 | 20 | 12,401,185 | 80 | 6,621,532 | 20 | 24,944,952 | 80 |
| 1888..... | 3,366,767 | 22 | 12,026,336 | 78 | 3,415,004 | 22 | 12,253,900 | 78 | 6,781,771 | 22 | 24,280,236 | 78 |
| 1889..... | 3,724,325 | 23 | 12,227,794 | 77 | 3,988,454 | 24 | 12,354,691 | 76 | 7,712,770 | 23 | 24,582,487 | 77 |
| 1890..... | 4,083,121 | 23 | 14,024,140 | 77 | 4,036,757 | 23 | 14,082,105 | 77 | 8,119,878 | 23 | 28,106,245 | 77 |
| 1891..... | 4,380,804 | 21 | 13,823,491 | 76 | 4,455,402 | 21 | 13,805,430 | 76 | 8,336,206 | 21 | 27,628,921 | 76 |
| 1892..... | 4,469,955 | 22 | 16,543,469 | 78 | 4,535,151 | 22 | 16,624,882 | 78 | 9,005,105 | 22 | 33,168,351 | 78 |
| 1893..... | 4,358,686 | 22 | 15,223,130 | 78 | 4,403,362 | 22 | 15,357,384 | 78 | 8,762,018 | 22 | 30,588,514 | 78 |
| 1894..... | 4,654,679 | 23 | 15,334,984 | 77 | 4,739,918 | 23 | 15,531,772 | 77 | 9,394,597 | 23 | 30,886,756 | 77 |
| 1895..... | 4,472,830 | 23 | 14,822,085 | 77 | 4,501,227 | 23 | 15,246,319 | 77 | 7,977,057 | 23 | 30,068,404 | 77 |
| 1896..... | 5,196,320 | 25 | 15,792,864 | 75 | 5,329,599 | 25 | 16,084,985 | 75 | 10,525,919 | 25 | 31,877,850 | 75 |
| 1897..... | 5,525,328 | 23 | 18,234,922 | 77 | 5,618,142 | 24 | 18,091,055 | 76 | 11,143,470 | 23 | 36,325,975 | 77 |
| 1898..... | 5,240,046 | 20 | 20,339,953 | 80 | 5,111,447 | 20 | 20,636,785 | 80 | 10,351,493 | 20 | 40,976,138 | 80 |
| 1899..... | 5,340,660 | 20 | 20,770,156 | 80 | 5,471,752 | 21 | 20,791,224 | 79 | 10,812,412 | 21 | 41,584,380 | 79 |
| 1900..... | 6,135,652 | 22 | 22,027,353 | 78 | 6,208,918 | 22 | 22,072,233 | 78 | 12,414,570 | 22 | 44,099,576 | 78 |
| 1901..... | 6,381,305 | 21 | 23,386,716 | 79 | 6,417,347 | 22 | 23,402,546 | 78 | 12,798,652 | 21 | 45,789,262 | 79 |
| 1902..... | 6,961,200 | 23 | 23,693,232 | 77 | 6,821,555 | 22 | 23,622,527 | 78 | 13,782,755 | 23 | 47,315,759 | 77 |
| 1903..... | 6,903,582 | 22 | 24,187,081 | 78 | 6,975,227 | 22 | 24,310,941 | 78 | 13,881,809 | 22 | 48,528,022 | 78 |
| 1904..... | 6,679,173 | 22 | 23,273,237 | 78 | 6,641,374 | 22 | 23,374,201 | 78 | 13,320,517 | 22 | 46,617,438 | 78 |
| 1905..... | 7,080,624 | 23 | 23,902,593 | 77 | 7,203,008 | 23 | 23,954,533 | 77 | 14,283,632 | 23 | 47,857,126 | 77 |
| 1906..... | 7,612,690 | 22 | 26,512,755 | 77 | 7,548,533 | 22 | 26,201,921 | 78 | 15,193,223 | 22 | 52,746,676 | 78 |
| 1907..... | 8,115,636 | 22 | 28,506,600 | 78 | 8,092,557 | 22 | 27,897,500 | 78 | 16,203,213 | 22 | 55,404,100 | 78 |
| 1908..... | 8,473,227 | 22 | 30,075,968 | 78 | 8,435,207 | 22 | 29,816,489 | 78 | 16,908,444 | 22 | 56,922,457 | 78 |
| 1909..... | 8,771,464 | 22 | 30,286,674 | 78 | 8,491,725 | 22 | 29,704,756 | 78 | 17,263,189 | 22 | 59,991,430 | 78 |
| 1910..... | 8,888,459 | 22 | 31,347,347 | 78 | 8,808,603 | 22 | 30,897,255 | 78 | 17,697,032 | 22 | 62,214,602 | 78 |
| 1911..... | 9,692,770 | 23 | 32,982,219 | 77 | 9,753,463 | 23 | 32,633,684 | 77 | 19,416,233 | 23 | 65,665,903 | 77 |
| 1912..... | 11,257,098 | 25 | 34,900,973 | 75 | 11,703,467 | 25 | 34,713,415 | 75 | 22,960,565 | 25 | 69,611,418 | 75 |
| 1913..... | 13,072,567 | 26 | 37,566,606 | 74 | 13,945,801 | 27 | 37,206,158 | 73 | 27,018,386 | 26 | 74,772,764 | 74 |
| 1914..... | 13,730,075 | 26 | 39,658,502 | 74 | 13,740,628 | 26 | 39,442,781 | 74 | 27,170,703 | 26 | 79,101,283 | 74 |
| 1915..... | 13,275,454 | 28 | 33,435,012 | 72 | 13,418,282 | 29 | 33,466,806 | 71 | 26,863,983 | 27 | 69,661,901 | 71 |
| 1916..... | 17,927,464 | 33 | 33,622,223 | 65 | 17,902,068 | 33 | 33,520,940 | 66 | 55,829,742 | 34 | 68,143,163 | 66 |
| 1917..... | 18,724,710 | 37 | 31,747,466 | 63 | 19,145,754 | 37 | 32,931,316 | 63 | 57,877,464 | 37 | 64,678,782 | 63 |
| 1918..... | 19,283,530 | 42 | 26,172,407 | 58 | 19,208,233 | 42 | 26,807,749 | 58 | 58,388,793 | 42 | 52,980,156 | 58 |
| 1919..... | 19,699,012 | 41 | 25,255,605 | 56 | 21,326,734 | 45 | 26,595,966 | 55 | 41,020,746 | 41 | 53,855,601 | 55 |
| 1920..... | 26,242,320 | 50 | 26,178,328 | 50 | 28,997,549 | 52 | 27,074,832 | 48 | 55,299,879 | 53 | 53,253,160 | 49 |
| 1921..... | 33,956,732 | 50 | 33,996,562 | 50 | 33,989,601 | 48 | 36,128,271 | 52 | 67,946,368 | 49 | 70,124,833 | 51 |
| 1922..... | 29,920,203 | 49 | 31,312,340 | 51 | 29,836,283 | 48 | 31,846,945 | 52 | 59,756,486 | 48 | 63,159,285 | 52 |

3. WATER-BORNE IMPORTS AND DOMESTIC EXPORTS OF UNITED STATES, BY NATIONALITY OF VESSELS, FISCAL YEARS 1917-1922.

| Nationality of vessels. | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 |
|--|---------------|---------------|---------------|-------------------------|------------------|---------------|
| IMPORTS. | | | | | | |
| American..... | \$648,256,478 | \$710,777,017 | \$875,602,857 | \$1,835,757,405 | \$1,301,944,050 | \$734,375,471 |
| Austrian..... | 19,153 | 190 | 11,472 | (¹) | (¹) | ..... |
| Belgian..... | 1,070,358 | 218,803 | 381,871 | 39,024,084 | 19,144,966 | 10,328,506 |
| British..... | 774,803,474 | 501,280,540 | 505,750,702 | 1,664,804,418 | 1,028,459,574 | 804,443,658 |
| Danish..... | 91,919,443 | 197,297,448 | 139,259,993 | 34,307,746 | 39,668,646 | 31,886,075 |
| Dutch..... | 113,965,111 | 111,809,995 | 117,250,889 | 188,550,831 | 144,906,564 | 88,859,952 |
| French..... | 100,779,934 | 89,931,305 | 81,759,679 | 152,725,520 | 133,905,724 | 141,564,885 |
| German..... | 907,550 | 11,358 | 507 | ..... | 170,664 | 15,853,887 |
| Italian..... | 32,432,151 | 24,622,487 | 21,292,866 | 76,064,623 | 45,514,378 | 40,918,757 |
| Japanese..... | 289,277,360 | 476,875,651 | 527,152,162 | 488,157,880 | 301,630,207 | 216,048,718 |
| Norwegian..... | 171,413,038 | 289,426,606 | 190,609,765 | 119,983,142 | 92,161,934 | 116,639,379 |
| Spanish..... | 26,489,080 | 23,830,878 | 24,583,180 | 35,822,123 | 25,728,481 | 9,761,527 |
| Swedish..... | ..... | ..... | ..... | ² 11,200,479 | 37,156,012 | 22,475,041 |
| All others..... | 103,405,672 | 134,344,964 | 133,379,894 | 88,289,363 | 37,315,469 | 35,590,248 |
| Total..... | 2,354,738,802 | 2,560,427,245 | 2,617,035,837 | 4,706,687,614 | 3,207,706,669 | 2,268,281,904 |
| DOMESTIC EXPORTS. | | | | | | |
| American..... | 794,604,353 | 961,698,576 | 1,584,173,467 | 3,183,663,922 | 2,203,165,001 | 1,163,155,586 |
| Austrian..... | 60,786,422 | 84,241,569 | 110,572,726 | 74,850,999 | 55,057,032 | 20,655,132 |
| Belgian..... | 2,859,235,887 | 2,428,564,249 | 2,560,608,221 | 2,403,266,313 | 2,123,781,809 | 1,149,016,212 |
| British..... | 94,459,741 | 155,365,743 | 182,857,080 | 73,557,149 | 76,524,351 | 50,011,556 |
| Danish..... | 126,876,635 | 59,341,632 | 118,534,296 | 147,478,955 | 169,302,564 | 106,113,326 |
| Dutch..... | 274,820,210 | 258,288,268 | 227,031,509 | 137,342,550 | 151,107,465 | 114,016,503 |
| French..... | 1,049,340 | ..... | ..... | 1,359,651 | 10,752,909 | 28,735,839 |
| German..... | 178,477,022 | 206,463,364 | 221,339,443 | 228,755,208 | 187,071,936 | 98,275,274 |
| Italian..... | 240,065,407 | 310,413,437 | 378,120,498 | 263,040,955 | 182,101,821 | 195,691,413 |
| Japanese..... | 371,821,646 | 307,106,072 | 422,945,570 | 252,699,981 | 203,713,092 | 142,112,803 |
| Norwegian..... | 117,896,809 | 129,169,640 | 103,778,532 | 103,056,992 | 82,621,313 | 59,227,897 |
| Spanish..... | ..... | ..... | ..... | ² 30,407,918 | 46,369,566 | 34,396,531 |
| Swedish..... | 312,662,014 | 192,876,617 | 306,340,658 | 150,891,579 | 109,762,711 | 36,401,493 |
| All others..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Total..... | 5,431,755,486 | 5,093,529,167 | 6,216,312,000 | 7,050,372,172 | 5,601,931,570 | 3,198,761,565 |
| TOTAL IMPORTS AND DOMESTIC EXPORTS. | | | | | | |
| American..... | 1,442,860,831 | 1,672,475,593 | 2,459,776,324 | 5,019,421,327 | 3,505,109,051 | 1,897,531,057 |
| Austrian..... | 19,153 | 190 | 11,472 | (¹) | (¹) | ..... |
| Belgian..... | 61,856,780 | 84,460,375 | 110,954,597 | 93,875,083 | 74,201,998 | 30,983,638 |
| British..... | 3,633,039,361 | 2,929,844,789 | 3,066,358,923 | 4,068,070,731 | 3,152,241,383 | 1,954,359,870 |
| Danish..... | 186,379,184 | 352,063,191 | 322,117,073 | 107,864,895 | 116,192,997 | 81,897,631 |
| Dutch..... | 240,841,749 | 171,151,627 | 235,785,185 | 336,029,786 | 314,209,128 | 194,975,278 |
| French..... | 375,600,144 | 348,219,573 | 308,791,188 | 290,068,070 | 285,013,189 | 255,581,888 |
| German..... | 1,956,890 | 11,358 | 507 | ..... | 10,923,573 | 44,119,526 |
| Italian..... | 210,909,173 | 231,085,851 | 242,632,309 | 304,819,831 | 233,186,314 | 139,194,031 |
| Japanese..... | 529,342,767 | 787,289,088 | 905,272,660 | 751,198,835 | 483,732,028 | 411,740,131 |
| Norwegian..... | 543,234,684 | 596,532,678 | 613,555,335 | 372,683,123 | 285,875,026 | 258,752,182 |
| Spanish..... | 144,385,889 | 153,000,518 | 128,361,712 | 138,879,115 | 108,349,794 | 68,989,424 |
| Swedish..... | ..... | ..... | ..... | 41,608,397 | 83,525,578 | 56,861,572 |
| All others..... | 416,067,686 | 327,221,581 | 439,720,552 | 231,180,942 | 147,078,180 | 72,057,741 |
| Total..... | 7,786,494,288 | 7,653,956,412 | 8,833,347,837 | 11,757,059,786 | 8,809,638,239 | 5,467,043,469 |

¹ Included in "All others."² Jan. 1 to June 30.

4. WATER-BORNE IMPORTS AND DOMESTIC EXPORTS OF THE UNITED STATES, BY MONTHS, FISCAL YEARS 1917-1922.

| Month. | 1917 | 1918 | 1919 | 1920 | 1921 | 1922 |
|--|---------------|---------------|---------------|----------------|---------------|---------------|
| IMPORTS. | | | | | | |
| July..... | \$165,192,171 | \$197,069,889 | \$206,461,331 | \$307,825,855 | \$496,757,421 | \$155,777,016 |
| August..... | 178,932,335 | 238,206,221 | 230,231,378 | 270,860,490 | 457,884,685 | 170,056,859 |
| September..... | 143,397,959 | 202,784,941 | 214,631,339 | 391,063,870 | 315,224,735 | 153,191,801 |
| October..... | 154,089,629 | 186,778,707 | 198,989,884 | 349,254,549 | 280,331,338 | 158,249,100 |
| November..... | 151,798,183 | 185,892,535 | 204,857,337 | 370,562,126 | 274,038,849 | 180,058,909 |
| December..... | 180,655,485 | 198,927,635 | 171,511,272 | 330,962,455 | 223,718,450 | 209,993,908 |
| January..... | 218,879,283 | 207,533,878 | 167,591,747 | 427,155,606 | 175,393,452 | 188,702,814 |
| February..... | 178,828,556 | 182,094,335 | 195,600,794 | 425,752,756 | 181,659,528 | 189,779,862 |
| March..... | 241,637,380 | 210,497,310 | 228,561,878 | 480,878,375 | 221,595,688 | 225,659,781 |
| April..... | 224,042,802 | 243,210,444 | 242,372,908 | 454,816,082 | 237,011,082 | 190,013,112 |
| May..... | 244,416,626 | 283,920,078 | 296,069,604 | 387,961,350 | 185,052,843 | 219,550,015 |
| June..... | 272,868,393 | 223,511,222 | 260,151,365 | 506,594,100 | 166,045,890 | 227,248,727 |
| Total..... | 2,354,738,802 | 2,560,427,245 | 2,617,035,837 | 4,706,687,614 | 3,207,713,961 | 2,268,281,904 |
| DOMESTIC EXPORTS. | | | | | | |
| July..... | 395,392,481 | 322,433,982 | 434,739,871 | 497,905,151 | 554,287,573 | 277,608,489 |
| August..... | 448,145,392 | 421,016,010 | 436,579,070 | 568,849,607 | 496,706,474 | 309,844,275 |
| September..... | 457,762,548 | 399,476,281 | 460,935,672 | 502,580,291 | 503,962,927 | 278,014,851 |
| October..... | 433,360,153 | 484,507,771 | 409,470,662 | 550,091,093 | 660,038,756 | 292,687,671 |
| November..... | 453,127,680 | 456,565,307 | 432,869,919 | 647,856,582 | 598,626,737 | 246,143,197 |
| December..... | 453,794,875 | 496,146,660 | 488,386,626 | 591,126,213 | 639,524,928 | 252,989,278 |
| January..... | 542,290,995 | 453,418,741 | 555,945,094 | 628,142,210 | 580,134,870 | 239,710,201 |
| February..... | 404,718,922 | 368,190,370 | 538,928,437 | 561,480,285 | 417,937,156 | 208,888,869 |
| March..... | 469,214,320 | 451,173,987 | 559,574,222 | 722,051,323 | 316,038,833 | 277,220,609 |
| April..... | 458,967,394 | 425,639,423 | 649,390,643 | 606,027,636 | 282,423,344 | 272,207,514 |
| May..... | 462,987,586 | 464,680,399 | 540,155,165 | 650,945,283 | 269,425,638 | 259,685,032 |
| June..... | 484,993,982 | 400,024,280 | 836,086,176 | 523,316,498 | 282,968,451 | 283,859,210 |
| Total..... | 5,464,756,331 | 5,143,273,211 | 6,343,062,557 | 7,050,372,172 | 5,602,075,687 | 3,198,859,196 |
| TOTAL IMPORTS AND DOMESTIC EXPORTS. | | | | | | |
| July..... | 560,584,655 | 519,503,871 | 641,201,202 | 805,731,006 | 1,051,044,994 | 433,385,505 |
| August..... | 627,077,727 | 659,222,231 | 666,810,448 | 839,710,097 | 954,591,159 | 479,901,134 |
| September..... | 601,160,507 | 602,261,222 | 675,568,011 | 896,644,161 | 819,187,662 | 431,206,652 |
| October..... | 587,449,782 | 671,286,478 | 608,460,546 | 899,345,642 | 940,370,094 | 450,936,771 |
| November..... | 604,925,863 | 642,457,842 | 637,727,256 | 1,018,418,708 | 872,665,586 | 426,202,106 |
| December..... | 634,450,360 | 695,074,295 | 659,897,898 | 922,088,668 | 863,243,378 | 462,983,186 |
| January..... | 761,170,278 | 660,952,619 | 723,541,841 | 155,297,816 | 755,528,322 | 428,413,015 |
| February..... | 583,547,478 | 550,284,705 | 734,529,231 | 987,233,041 | 599,596,684 | 398,668,731 |
| March..... | 710,851,700 | 661,671,297 | 788,136,100 | 1,202,929,698 | 537,634,521 | 502,880,385 |
| April..... | 683,010,196 | 668,849,917 | 891,763,551 | 1,060,843,718 | 512,434,426 | 462,220,622 |
| May..... | 707,404,212 | 748,600,477 | 836,224,769 | 1,038,906,633 | 454,478,481 | 479,235,047 |
| June..... | 757,862,375 | 623,535,502 | 1,096,237,541 | 1,029,910,598 | 449,014,341 | 511,107,946 |
| Total..... | 7,819,495,133 | 7,703,700,456 | 8,960,098,394 | 11,757,059,788 | 8,809,789,648 | 5,467,141,100 |

APPENDIX K.

AMERICAN DOCUMENTED VESSELS OF 1,000 GROSS TONS AND OVER BUILT ON THE GREAT LAKES AND TRANSFERRED TO THE SEABOARD SINCE 1920.

STEAMERS.

| Name of vessel. | Gross tons. | Net tons. | Dead weight. | Name of vessel. | Gross tons. | Net tons. | Dead weight. |
|--|-------------|-----------|--------------|---|-------------|-----------|--------------|
| 1921. | | | | 1921. | | | |
| Baccarat..... | 2,283 | 1,433 | 3,500 | Lake Ikatan..... | 2,711 | 1,672 | 4,050 |
| Bogo a (Vinton County)..... | 2,606 | 1,612 | 4,050 | Lake Inglenook..... | 2,606 | 1,612 | 4,050 |
| Cananova..... | 1,925 | 1,055 | 2,200 | Lake Miraflores..... | 2,677 | 1,650 | 4,050 |
| Cayo Mambi..... | 1,925 | 1,055 | 2,200 | Lake Slavi..... | 2,674 | 1,658 | 4,000 |
| Elizabeth R. (Antonio)..... | 2,325 | 1,389 | 3,765 | Lake Tippah..... | 2,606 | 1,612 | 4,050 |
| Josefa (sold alien Jan. 18, 1921)..... | 2,325 | 1,389 | 3,765 | Martinique (a Pulwico, b Pulaski)... | 2,559 | 1,586 | 4,050 |
| Juigny..... | 2,309 | 1,440 | 3,500 | Philip Publicker.... | 2,397 | 1,439 | 3,460 |
| Lake Elmsford..... | 2,674 | 1,658 | 4,000 | Ripon..... | 2,711 | 1,677 | 4,050 |
| Lake Elmwood..... | 2,674 | 1,658 | 4,000 | Romagne..... | 2,283 | 1,429 | 3,500 |
| Lake Elwin..... | 2,674 | 1,658 | 4,000 | Rushville..... | 2,559 | 1,586 | 4,050 |
| Lake Falun..... | 2,606 | 1,612 | 4,050 | Santa Eulalia..... | 2,559 | 1,586 | 4,050 |
| Lake Fandango..... | 2,606 | 1,612 | 4,050 | Santa Isabel..... | 2,559 | 1,586 | 4,050 |
| Lake Fandon..... | 2,606 | 1,612 | 4,050 | Santa Veronica..... | 2,559 | 1,586 | 4,050 |
| Lake Feodora..... | 2,592 | 1,613 | 4,050 | Seneca..... | 2,283 | 1,429 | 3,500 |
| Lake Furnas..... | 2,677 | 1,660 | 4,250 | Sioux City..... | 2,689 | 1,667 | 4,050 |
| Lake Galisteo..... | 2,711 | 1,672 | 4,050 | Surinam (Elmac)... | 2,677 | 1,660 | 4,250 |
| Lake Canado..... | 2,677 | 1,660 | 4,250 | Theodore F. Reynolds..... | 2,359 | 1,423 | 3,400 |
| Lake Cano..... | 2,677 | 1,660 | 4,250 | Union Liberty..... | 2,559 | 1,586 | 4,050 |
| Lake Gatun..... | 2,677 | 1,650 | 4,050 | Wauwatosa..... | 2,711 | 1,672 | 4,050 |
| Lake Getaway..... | 2,637 | 1,619 | 4,050 | | | | |
| Lake Giddings..... | 2,592 | 1,613 | 4,050 | Total (42 vessels)..... | 107,129 | 65,920 | 163,010 |
| Lake Glaucus..... | 2,686 | 1,665 | 4,120 | Total steam and sail transferred 1900-1920 (592 vessels)... | 1,355,226 | 979,295 | 1,938,981 |
| Lake Gunni..... | 2,686 | 1,665 | 4,120 | | | | |
| Lake Haresti..... | 2,711 | 1,672 | 4,050 | Grand total... | 1,462,355 | 1,045,215 | 2,101,991 |
| Lake Harminia..... | 2,686 | 1,665 | 4,120 | | | | |
| Lake Hector..... | 2,686 | 1,665 | 4,120 | | | | |

N F.—For vessels of 1,000 gross tons and over built on the Great Lakes and transferred to the seaboard from 1900 to 1920 see annual report for 1920, p. 164.

STATISTICAL TABLES.

The following-named ports have been discontinued as ports of documentation: Stonington, Castine, Vinalhaven, Waldoboro, Wiscasset, Saco, Kennebunk, and York, Me.; Newburyport, Barnstable, Nantucket, Edgartown, Marblehead, and Plymouth, Mass.; Bristol, R. I.; Stonington, Conn.; Port Jefferson, Cold Spring, Sag Harbor, Patchogue, and Greenport, N. Y.; Somers Point, Bridgeton, Burlington, and Tuckeron, N. J.; Tappahannock, Chincoteague, Richmond, and Petersburg, Va.; St. Marys, Ga.; Cedar Keys, Fla.; Brashear, La.; Port Aransas, Corpus Christi, Eagle Pass, Brownsville, and Freeport, Tex.; Coos Bay and Yaquina, Oreg.; Plattsburg, Niagara Falls, and Dunkirk, N. Y.; Natchez, Miss.; St. Joseph, Mo.; Burlington, Iowa; La Crosse, Wis.; Galena and Rock Island, Ill.; Wheeling, W. Va.

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922.

[This table does not include yachts nor boats and lighters decked and not masted employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers and lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

| Customs district and port in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|-----------|-----------|-----------|-------------------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | |
| Maine and New Hampshire: | | | | | | | | |
| Eastport, Me..... | 64 | 5,664 | 9 | 454 | 61 | 902 | 134 | 7,020 |
| Calais, Me..... | 9 | 3,193 | 5 | 863 | | | 14 | 4,056 |
| Machias, Me..... | 15 | 1,788 | 15 | 1,154 | 36 | 508 | 66 | 3,450 |
| Ellsworth, Me..... | | | 13 | 1,075 | 21 | 227 | 34 | 1,302 |
| Southwest Harbor, Me..... | 1 | 117 | 6 | 338 | 46 | 523 | 53 | 978 |
| Bangor, Me..... | 4 | 1,747 | 9 | 1,926 | 8 | 117 | 21 | 3,790 |
| Belfast, Me..... | 1 | 447 | 31 | 5,439 | 44 | 463 | 76 | 6,349 |
| Rockland, Me..... | 4 | 877 | 60 | 13,857 | 65 | 781 | 129 | 15,515 |
| Boothbay, Me..... | 2 | 1,550 | 9 | 415 | 33 | 463 | 44 | 2,428 |
| Bath, Me..... | 3 | 898 | 28 | 13,780 | 23 | 361 | 54 | 15,039 |
| Portland, Me..... | 11 | 40,886 | 62 | 37,980 | 84 | 1,265 | 157 | 80,131 |
| Portsmouth, N. H..... | 6 | 25,184 | 3 | 259 | 7 | 73 | 16 | 25,516 |
| Massachusetts: | | | | | | | | |
| Gloucester, Mass..... | 4 | 1,160 | 104 | 12,523 | 95 | 1,837 | 203 | 15,520 |
| Salem, Mass..... | | | 9 | 1,174 | 8 | 106 | 17 | 1,280 |
| Boston, Mass..... | 69 | 194,262 | 333 | 316,302 | 112 | 1,848 | 514 | 512,412 |
| Plymouth, Mass..... | | | | | 2 | 24 | 2 | 24 |
| Provincetown, Mass..... | 3 | 703 | 6 | 462 | 41 | 628 | 50 | 1,793 |
| Vineyard Haven, Mass..... | | | 8 | 555 | 50 | 714 | 58 | 1,269 |
| Barnstable, Mass..... | | | | | 2 | 12 | 2 | 12 |
| New Bedford, Mass..... | 24 | 4,797 | 15 | 2,997 | 82 | 812 | 121 | 8,606 |
| Fall River, Mass..... | 3 | 21,468 | 53 | 80,380 | 28 | 262 | 84 | 102,110 |
| Rhode Island: | | | | | | | | |
| Providence, R. I..... | 4 | 7,598 | 34 | 16,614 | 75 | 858 | 113 | 25,070 |
| Newport, R. I..... | | | 22 | 2,774 | 80 | 950 | 102 | 3,724 |
| Connecticut: | | | | | | | | |
| New London, Conn..... | 4 | 24,850 | 95 | 77,140 | 41 | 519 | 140 | 102,509 |
| Hartford, Conn..... | | | 56 | 24,946 | 18 | 212 | 74 | 25,158 |
| New Haven, Conn..... | | | 56 | 10,134 | 57 | 758 | 113 | 10,892 |
| Bridgeport, Conn..... | | | 49 | 6,609 | 124 | 1,331 | 173 | 8,000 |
| New York: | | | | | | | | |
| New York, N. Y..... | 872 | 3,984,763 | 3,292 | 1,740,426 | 862 | 11,431 | 5,026 | 5,736,620 |
| Albany, N. Y..... | | | 474 | 86,120 | 31 | 622 | 505 | 86,742 |
| Patchogue, N. Y..... | | | 15 | 850 | 82 | 788 | 97 | 1,638 |
| Greenport, N. Y..... | | | 19 | 1,291 | 71 | 677 | 90 | 1,968 |
| Newark, N. J..... | 10 | 38,156 | 51 | 10,407 | 49 | 731 | 110 | 49,294 |
| Perth Amboy, N. J..... | 4 | 2,408 | 108 | 40,126 | 63 | 761 | 175 | 43,295 |
| Philadelphia: | | | | | | | | |
| Tuckerton, N. J..... | | | 2 | 62 | 21 | 134 | 23 | 196 |
| Philadelphia, Pa..... | 196 | 1,062,323 | 626 | 396,128 | 580 | 8,875 | 1,402 | 1,467,326 |
| Wilmington, Del..... | 10 | 38,868 | 100 | 46,335 | 53 | 806 | 163 | 86,009 |
| Maryland: | | | | | | | | |
| Baltimore, Md..... | 111 | 564,693 | 710 | 356,709 | 361 | 4,537 | 1,182 | 925,939 |
| Annapolis, Md..... | | | 52 | 4,512 | 106 | 1,257 | 158 | 5,769 |
| Crisfield, Md..... | | | 75 | 4,232 | 318 | 3,170 | 393 | 7,462 |
| Washington, D. C..... | | | 29 | 10,071 | 23 | 407 | 52 | 10,478 |

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|-----------|-----------|-----------|-------------------------|--------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS—continued. | | | | | | | | |
| Virginia: | | | | | | | | |
| Alexandria, Va. | 1 | 6,057 | 5 | 187 | 16 | 221 | 22 | 6,465 |
| Reedville, Va. | | | 98 | 12,725 | 149 | 1,741 | 247 | 14,466 |
| Richmond, Va. | | | 1 | 44 | 3 | 61 | 4 | 105 |
| Newport News, Va. | 57 | 265,931 | 59 | 33,592 | 170 | 2,504 | 286 | 302,027 |
| Norfolk, Va. | 108 | 332,953 | 185 | 151,874 | 265 | 3,923 | 558 | 488,750 |
| Cape Charles, Va. | | | 40 | 20,986 | 128 | 1,433 | 168 | 22,419 |
| North Carolina: | | | | | | | | |
| Elizabeth City, N. C. | | | 22 | 2,321 | 61 | 834 | 83 | 3,155 |
| Mateo, N. C. | | | 1 | 20 | 22 | 279 | 23 | 299 |
| Washington, N. C. | | | 17 | 887 | 73 | 888 | 90 | 1,775 |
| New Bern, N. C. | | | 13 | 4,010 | 34 | 458 | 47 | 4,468 |
| Beaufort, N. C. | | | 29 | 1,498 | 164 | 2,040 | 193 | 3,538 |
| Wilmington, N. C. | 9 | 52,183 | 36 | 5,745 | 41 | 573 | 86 | 58,501 |
| South Carolina: | | | | | | | | |
| Georgetown, S. C. | | | 11 | 1,658 | 32 | 359 | 43 | 2,017 |
| Charleston, S. C. | 9 | 21,498 | 27 | 11,925 | 111 | 1,436 | 147 | 34,859 |
| Beaufort, S. C. | | | 5 | 462 | 49 | 497 | 54 | 959 |
| Georgia: | | | | | | | | |
| Savannah, Ga. | 26 | 69,089 | 49 | 51,645 | 58 | 889 | 133 | 121,623 |
| Brunswick, Ga. | | | 13 | 10,615 | 23 | 249 | 36 | 10,864 |
| Florida: | | | | | | | | |
| Fernandina, Fla. | 1 | 3,545 | 12 | 877 | 12 | 117 | 25 | 4,539 |
| Jacksonville, Fla. | 36 | 89,797 | 53 | 35,151 | 81 | 1,231 | 170 | 126,179 |
| St. Augustine, Fla. | | | 5 | 216 | 41 | 484 | 46 | 700 |
| Miami, Fla. | 27 | 1,432 | 8 | 870 | 76 | 901 | 111 | 3,203 |
| Key West, Fla. | 44 | 18,065 | 16 | 2,543 | 106 | 1,255 | 166 | 21,863 |
| Tampa, Fla. | 41 | 51,190 | 71 | 34,537 | 110 | 1,641 | 222 | 87,368 |
| Apalachicola, Fla. | | | 16 | 2,027 | 32 | 359 | 48 | 2,386 |
| Pensacola, Fla. | 33 | 70,348 | 56 | 7,313 | 24 | 381 | 113 | 78,042 |
| Mobile: | | | | | | | | |
| Mobile, Ala. ¹ | 48 | 98,592 | 44 | 49,469 | 79 | 1,208 | 171 | 149,269 |
| Gulfpport, Miss. | 17 | 24,292 | 26 | 3,641 | 165 | 3,159 | 208 | 31,092 |
| New Orleans: | | | | | | | | |
| New Orleans, La. ¹ | 149 | 535,408 | 58 | 44,486 | 64 | 1,328 | 271 | 581,222 |
| Morgan City, La. | 12 | 4,944 | 30 | 3,051 | 137 | 1,902 | 179 | 8,897 |
| Sabine: Port Arthur, Tex. | 83 | 171,123 | 95 | 169,345 | 36 | 460 | 214 | 340,928 |
| Galveston: | | | | | | | | |
| Galveston, Tex. | 60 | 135,484 | 55 | 26,485 | 105 | 1,310 | 220 | 163,279 |
| Houston, Tex. | 4 | 8,182 | 19 | 8,802 | 43 | 564 | 66 | 15,548 |
| Port Lavaca, Tex. | | | 3 | 123 | 60 | 530 | 63 | 653 |
| San Antonio: Aransas Pass, Tex. | 4 | 2,434 | 6 | 1,505 | 15 | 154 | 25 | 4,093 |
| Porto Rico: San Juan, P. R. | 80 | 25,794 | 5 | 2,003 | 24 | 423 | 119 | 28,220 |
| Virgin Islands: St. Thomas, V. I. | 11 | 223 | | | | | 11 | 223 |
| Total..... | 2,294 | 8,016,964 | 7,832 | 4,027,177 | 6,482 | 86,542 | 16,608 | 12,130,683 |
| PACIFIC COAST. | | | | | | | | |
| San Diego: San Diego, Calif. | 38 | 7,469 | 8 | 1,475 | 31 | 428 | 77 | 9,372 |
| Los Angeles: Los Angeles, Calif. | 83 | 198,093 | 124 | 84,985 | 118 | 1,870 | 325 | 284,948 |
| San Francisco: | | | | | | | | |
| San Francisco, Calif. | 225 | 924,153 | 521 | 633,695 | 323 | 6,098 | 1,069 | 1,563,946 |
| Eureka, Calif. | 4 | 5,901 | 4 | 385 | 9 | 146 | 17 | 6,432 |
| Oregon: | | | | | | | | |
| Marshfield, Oreg. | 5 | 6,326 | 16 | 7,343 | 58 | 675 | 79 | 14,344 |
| Newport, Oreg. | | | 4 | 226 | 8 | 133 | 12 | 359 |
| Astoria, Oreg. | 22 | 33,261 | 42 | 10,036 | 99 | 1,414 | 163 | 44,711 |
| Portland, Oreg. | 88 | 344,132 | 99 | 48,264 | 61 | 921 | 248 | 393,317 |
| Washington: Seattle, Wash. | 2,025 | 947,624 | 361 | 90,343 | 716 | 9,005 | 3,102 | 1,046,972 |
| Alaska: Juneau, Alaska. | 670 | 72,614 | 69 | 2,671 | 410 | 5,265 | 1,149 | 80,550 |
| Hawaii: Honolulu, Hawaii. | 3 | 8,192 | 35 | 20,012 | 19 | 426 | 57 | 28,630 |
| Total..... | 3,163 | 2,547,765 | 1,283 | 899,435 | 1,852 | 26,381 | 6,298 | 3,473,581 |
| NORTHERN LAKES. ² | | | | | | | | |
| Vermont: Burlington, Vt. | | | 10 | 2,950 | | | 10 | 2,950 |
| St. Lawrence: | | | | | | | | |
| Rouses Point, N. Y. | | | 68 | 7,046 | | | 68 | 7,046 |
| Ogdensburg, N. Y. | | | 24 | 10,477 | | | 24 | 10,477 |
| Cape Vincent, N. Y. | | | 49 | 1,834 | | | 49 | 1,834 |
| Rochester: | | | | | | | | |
| Oswego, N. Y. | | | 35 | 106,965 | | | 35 | 106,965 |
| Rochester, N. Y. | | | 23 | 1,100 | | | 23 | 1,100 |

¹ Seagoing vessels; for vessels in river trade see p. 125.² Registered vessels built at Great Lakes ports are, in fact, in ocean trade and, on application of owner, are to be documented from seaports.

NO. 1.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|-------------|------------|-----------|-----------|-------------------------|---------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| NORTHERN LAKES—continued. | | | | | | | | |
| Buffalo: Buffalo, N. Y..... | 2 | 2,876 | 269 | 222,096 | ..... | ..... | 271 | 224,972 |
| Ohio: | | | | | | | | |
| Erie, Pa..... | ..... | ..... | 58 | 8,958 | ..... | ..... | 58 | 8,958 |
| Cleveland, Ohio..... | 13 | 31,271 | 298 | 1,095,196 | ..... | ..... | 311 | 1,126,467 |
| Sandusky, Ohio..... | ..... | ..... | 69 | 7,654 | ..... | ..... | 69 | 7,654 |
| Toledo, Ohio..... | 4 | 10,260 | 26 | 3,461 | ..... | ..... | 30 | 13,721 |
| Michigan: | | | | | | | | |
| Detroit, Mich..... | 22 | 52,123 | 185 | 113,256 | ..... | ..... | 207 | 165,379 |
| Port Huron, Mich..... | 4 | 8,332 | 73 | 23,499 | ..... | ..... | 77 | 31,831 |
| Marquette, Mich..... | ..... | ..... | 112 | 8,780 | ..... | ..... | 112 | 8,780 |
| Grand Haven, Mich..... | ..... | ..... | 304 | 42,206 | ..... | ..... | 304 | 42,206 |
| Chicago: Chicago, Ill. ³ | 5 | 12,591 | 204 | 81,803 | ..... | ..... | 209 | 94,394 |
| Wisconsin: Milwaukee, Wis. ³ | 3 | 5,305 | 483 | 38,291 | ..... | ..... | 486 | 43,596 |
| Duluth and Superior: Duluth, Minn. ³ | 18 | 37,103 | 384 | 788,424 | ..... | ..... | 402 | 825,527 |
| Total..... | 71 | 159,861 | 2,674 | 2,563,996 | ..... | ..... | 2,745 | 2,723,857 |
| WESTERN RIVERS. | | | | | | | | |
| New Orleans: | | | | | | | | |
| New Orleans, La. ⁴..... | ..... | ..... | 140 | 35,104 | 195 | 2,838 | 335 | 37,942 |
| Vicksburg, Miss..... | ..... | ..... | 15 | 3,315 | 18 | 224 | 33 | 3,539 |
| Tennessee: | | | | | | | | |
| Memphis, Tenn..... | ..... | ..... | 27 | 3,490 | 33 | 438 | 60 | 3,928 |
| Nashville, Tenn..... | ..... | ..... | 9 | 1,690 | 30 | 355 | 39 | 1,445 |
| Chattanooga, Tenn..... | ..... | ..... | 13 | 902 | 44 | 422 | 57 | 1,324 |
| Mobile: Mobile, Ala. ⁴..... | ..... | ..... | 9 | 1,400 | 22 | 236 | 31 | 1,636 |
| Kentucky: | | | | | | | | |
| Paducah, Ky..... | ..... | ..... | 13 | 1,560 | 13 | 153 | 26 | 1,713 |
| Louisville, Ky..... | ..... | ..... | 60 | 6,901 | 67 | 774 | 127 | 7,675 |
| St. Louis: | | | | | | | | |
| St. Louis, Mo..... | ..... | ..... | 122 | 22,707 | 243 | 2,789 | 365 | 25,496 |
| Kansas City, Mo..... | ..... | ..... | 6 | 282 | 11 | 155 | 17 | 437 |
| St. Joseph, Mo..... | ..... | ..... | ..... | ..... | 1 | 10 | 1 | 10 |
| Omaha: Omaha, Nebr..... | ..... | ..... | 7 | 572 | 2 | 31 | 9 | 603 |
| Dakota: Pembina, N. Dak..... | ..... | ..... | 27 | 1,137 | 14 | 209 | 41 | 1,346 |
| Montana and Idaho: Great Falls, Mont..... | ..... | ..... | 5 | 137 | 6 | 95 | 11 | 232 |
| Iowa: | | | | | | | | |
| Des Moines, Iowa..... | ..... | ..... | 11 | 669 | 18 | 230 | 29 | 899 |
| Sioux City, Iowa..... | ..... | ..... | ..... | ..... | 3 | 28 | 3 | 28 |
| Dubuque, Iowa..... | ..... | ..... | 2 | 84 | 15 | 139 | 17 | 223 |
| Minnesota: St. Paul, Minn..... | ..... | ..... | 11 | 1,036 | 11 | 139 | 22 | 1,175 |
| Duluth and Superior: Duluth, Minn..... | ..... | ..... | 18 | 423 | ..... | ..... | 18 | 423 |
| Wisconsin: Milwaukee, Wis. ⁵..... | ..... | ..... | 5 | 499 | 5 | 47 | 10 | 546 |
| Chicago: | | | | | | | | |
| Chicago, Ill. ⁵..... | ..... | ..... | 20 | 1,403 | 23 | 294 | 43 | 1,697 |
| Peoria, Ill..... | ..... | ..... | 12 | 2,138 | 27 | 417 | 39 | 2,555 |
| Indiana: Evansville, Ind..... | ..... | ..... | 37 | 3,609 | 36 | 442 | 73 | 4,051 |
| Ohio: Cincinnati, Ohio..... | ..... | ..... | 37 | 8,290 | 46 | 639 | 83 | 8,929 |
| Pittsburgh: Pittsburgh, Pa..... | ..... | ..... | 141 | 25,949 | 77 | 1,046 | 218 | 26,995 |
| Total..... | ..... | ..... | 747 | 122,697 | 960 | 12,150 | 1,707 | 134,847 |
| SUMMARY. | | | | | | | | |
| Atlantic and Gulf coasts..... | 2,294 | 8,016,964 | 7,832 | 4,027,177 | 6,482 | 86,542 | 16,608 | 12,130,683 |
| Pacific coast..... | 3,163 | 2,547,765 | 1,283 | 899,435 | 1,852 | 26,381 | 6,298 | 3,473,581 |
| Northern lakes..... | 71 | 159,861 | 2,674 | 2,563,996 | ..... | ..... | 2,745 | 2,723,857 |
| Western rivers..... | ..... | ..... | 747 | 122,697 | 960 | 12,150 | 1,707 | 134,847 |
| Grand total..... | 5,528 | 10,724,590 | 12,536 | 7,613,305 | 9,294 | 125,073 | 27,358 | 18,462,968 |

³ Lake vessels; for vessels in river trade, see below.⁴ Vessels in river trade only; for seagoing vessels see p. 124.⁵ Vessels in river trade only; for lake vessels see above.

NO. 2.—NUMBER AND GROSS TONNAGE OF DOCUMENTED VESSELS OF THE UNITED STATES, BY STATES AND TERRITORIES, JUNE 30, 1922.

| State or Territory in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|--------------|-------------------|---------------|------------------|-------------------------|----------------|---------------|-------------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Maine..... | 114 | 57,167 | 247 | 77,281 | 421 | 5,610 | 782 | 140,058 |
| New Hampshire..... | 6 | 25,184 | 3 | 259 | 7 | 73 | 16 | 25,516 |
| Vermont..... | | | 10 | 2,950 | | | 10 | 2,950 |
| Massachusetts..... | 103 | 222,390 | 528 | 414,393 | 420 | 6,243 | 1,051 | 643,026 |
| Rhode Island..... | 4 | 7,598 | 56 | 19,388 | 155 | 1,808 | 215 | 28,794 |
| Connecticut..... | 4 | 24,850 | 256 | 118,889 | 240 | 2,820 | 500 | 146,559 |
| New York..... | 874 | 3,987,639 | 4,268 | 2,178,205 | 1,046 | 13,518 | 6,188 | 6,179,362 |
| New Jersey..... | 14 | 40,564 | 161 | 50,595 | 133 | 1,626 | 308 | 92,785 |
| Pennsylvania..... | 196 | 1,062,323 | 825 | 431,035 | 657 | 9,921 | 1,678 | 1,503,279 |
| Delaware..... | 10 | 38,868 | 100 | 46,335 | 53 | 806 | 163 | 86,009 |
| Maryland..... | 111 | 564,693 | 837 | 365,513 | 785 | 8,964 | 1,733 | 939,170 |
| District of Columbia..... | | | 29 | 10,071 | 23 | 407 | 52 | 10,478 |
| Virginia..... | 166 | 604,941 | 388 | 219,408 | 731 | 9,883 | 1,285 | 834,232 |
| North Carolina..... | 9 | 52,183 | 118 | 14,481 | 395 | 5,072 | 522 | 71,736 |
| South Carolina..... | 9 | 21,498 | 43 | 14,045 | 192 | 2,292 | 244 | 37,835 |
| Georgia..... | 26 | 69,089 | 62 | 62,260 | 81 | 1,138 | 169 | 132,487 |
| Florida..... | 182 | 234,377 | 237 | 83,534 | 482 | 6,369 | 901 | 324,280 |
| Alabama..... | 48 | 98,592 | 53 | 50,869 | 101 | 1,444 | 202 | 150,905 |
| Mississippi..... | 17 | 24,292 | 41 | 6,956 | 183 | 3,383 | 241 | 34,631 |
| Louisiana..... | 161 | 540,352 | 228 | 81,641 | 396 | 6,068 | 785 | 628,061 |
| Texas..... | 151 | 317,223 | 178 | 204,260 | 259 | 3,018 | 588 | 524,501 |
| Porto Rico..... | 80 | 25,794 | 5 | 2,003 | 34 | 423 | 119 | 28,220 |
| Virgin Islands..... | 11 | 223 | | | | | 11 | 223 |
| Tennessee..... | | | 49 | 5,482 | 107 | 1,215 | 156 | 6,697 |
| Kentucky..... | | | 73 | 8,461 | 80 | 927 | 153 | 9,388 |
| Missouri..... | | | 128 | 22,989 | 255 | 2,954 | 383 | 25,943 |
| Nebraska..... | | | 7 | 572 | 2 | 31 | 9 | 603 |
| North Dakota..... | | | 27 | 1,137 | 14 | 209 | 41 | 1,346 |
| Montana..... | | | 5 | 137 | 6 | 95 | 11 | 232 |
| Iowa..... | | | 13 | 753 | 36 | 397 | 49 | 1,150 |
| Minnesota..... | 18 | 37,103 | 413 | 789,883 | 11 | 139 | 442 | 827,125 |
| Wisconsin..... | 3 | 5,305 | 488 | 38,790 | 5 | 47 | 496 | 44,142 |
| Michigan..... | 26 | 60,455 | 674 | 187,741 | | | 700 | 248,196 |
| Illinois..... | 5 | 12,591 | 236 | 85,344 | 50 | 711 | 291 | 98,646 |
| Indiana..... | | | 37 | 3,609 | 36 | 442 | 73 | 4,051 |
| Ohio..... | 17 | 41,531 | 430 | 1,114,601 | 46 | 639 | 493 | 1,156,771 |
| California..... | 350 | 1,135,616 | 657 | 720,540 | 481 | 8,542 | 1,488 | 1,864,698 |
| Oregon..... | 115 | 383,719 | 161 | 65,869 | 226 | 3,143 | 502 | 452,731 |
| Washington..... | 2,025 | 947,624 | 361 | 90,343 | 716 | 9,005 | 3,102 | 1,046,972 |
| Alaska..... | 670 | 72,614 | 69 | 2,671 | 410 | 5,265 | 1,149 | 80,550 |
| Hawaii..... | 3 | 8,192 | 35 | 20,012 | 19 | 426 | 57 | 28,630 |
| Total..... | 5,528 | 10,724,590 | 12,536 | 7,613,305 | 9,294 | 125,073 | 27,358 | 18,462,968 |

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922.

[These vessels are included in statement No. 1.]

| Customs district and port in which documented. | Registered. | | | | Enrolled. | | | | Licensed. | | | | Total. | | | |
|--|-------------|-----------|------|--------|-----------|-----------|------|--------|-----------|-------|------|-------|--------|-----------|------|--------|
| | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | |
| ATLANTIC AND GULF COASTS. | | | | | | | | | | | | | | | | |
| Maine and New Hampshire: | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Eastport, Me..... | 4 | 422 | 52 | 1,221 | 1 | 39 | 5 | 192 | | | 61 | 902 | 5 | 461 | 118 | 2,315 |
| Calais, Me..... | | | 4 | 104 | | | | | | | 32 | 432 | 2 | 97 | 4 | 104 |
| Machias, Me..... | 1 | 43 | 8 | 161 | | | 5 | 207 | 1 | 54 | | | | | 45 | 800 |
| Ellsworth, Me..... | | | | | 1 | 111 | 2 | 82 | | | 20 | 220 | 1 | 111 | 22 | 302 |
| South West Harbor, Me..... | | | | | 1 | 83 | 2 | 73 | 1 | 34 | 41 | 454 | 2 | 117 | 43 | 527 |
| Bangor, Me..... | | | | | 2 | 244 | | | 2 | 51 | 4 | 34 | 4 | 295 | 4 | 34 |
| Belfast, Me..... | | | | | 8 | 3,941 | 2 | 72 | 1 | 19 | 37 | 385 | 9 | 3,960 | 39 | 457 |
| Rockland, Me..... | | | 2 | 45 | 29 | 8,851 | 7 | 271 | | | 60 | 736 | 29 | 8,851 | 69 | 1,052 |
| Boothbay, Me..... | 1 | 704 | | | 2 | 65 | 1 | 41 | 1 | 17 | 26 | 359 | 4 | 786 | 27 | 400 |
| Bath, Me..... | 1 | 142 | | | 11 | 4,383 | 2 | 968 | 5 | 102 | 2 | 13 | 17 | 4,627 | 4 | 981 |
| Portland, Me..... | 9 | 40,317 | 1 | 24 | 26 | 20,148 | 14 | 877 | 11 | 211 | 70 | 1,020 | 46 | 60,676 | 85 | 1,921 |
| Portsmouth, N. H..... | 4 | 22,904 | 1 | 21 | 3 | 259 | | | 1 | 16 | 4 | 44 | 8 | 23,179 | 5 | 65 |
| Massachusetts: | | | | | | | | | | | | | | | | |
| Gloucester, Mass..... | 1 | 449 | 3 | 711 | 10 | 1,613 | 74 | 8,497 | 6 | 204 | 85 | 1,577 | 17 | 2,266 | 162 | 10,785 |
| Salem, Mass..... | | | | | 5 | 468 | 1 | 23 | 1 | 22 | 6 | 74 | 6 | 490 | 7 | 97 |
| Boston, Mass..... | 41 | 182,439 | 16 | 3,919 | 186 | 221,825 | 31 | 2,571 | 21 | 541 | 86 | 1,264 | 248 | 404,805 | 133 | 7,754 |
| Plymouth, Mass..... | | | | | | | | | | | 1 | 12 | | | 1 | 12 |
| Provincetown, Mass..... | | | | | 1 | 82 | 4 | 310 | | | 41 | 628 | 1 | 82 | 45 | 938 |
| Vineyard Haven, Mass..... | | | | | 1 | 56 | 4 | 126 | 1 | 22 | 47 | 681 | 2 | 78 | 51 | 807 |
| Barnstable, Mass..... | | | | | | | | | | | 2 | 12 | | | 2 | 12 |
| New Bedford, Mass..... | | | | | 7 | 2,314 | 7 | 273 | 2 | 35 | 79 | 771 | 9 | 2,349 | 86 | 1,044 |
| Fall River, Mass..... | 3 | 21,468 | | | 22 | 53,869 | 1 | 57 | | | 28 | 262 | 25 | 75,337 | 29 | 319 |
| Rhode Island: | | | | | | | | | | | | | | | | |
| Providence, R. I..... | 1 | 3,663 | | | 25 | 13,198 | 6 | 742 | 4 | 93 | 69 | 748 | 30 | 16,954 | 75 | 1,490 |
| Newport, R. I..... | | | | | 12 | 2,324 | 5 | 182 | 6 | 120 | 73 | 806 | 18 | 2,444 | 78 | 988 |
| Connecticut: | | | | | | | | | | | | | | | | |
| New London, Conn..... | 4 | 24,850 | | | 54 | 57,906 | 5 | 429 | 3 | 85 | 38 | 434 | 61 | 82,841 | 43 | 863 |
| Hartford, Conn..... | | | | | 12 | 7,385 | 1 | 29 | 3 | 77 | 15 | 135 | 15 | 7,462 | 16 | 164 |
| New Haven, Conn..... | | | | | 32 | 5,909 | 8 | 328 | 5 | 127 | 47 | 596 | 37 | 6,036 | 55 | 924 |
| Bridgeport, Conn..... | | | | | 24 | 3,460 | 17 | 621 | 6 | 182 | 85 | 872 | 30 | 3,642 | 102 | 1,493 |
| New York: | | | | | | | | | | | | | | | | |
| New York, N. Y..... | 808 | 3,911,740 | 14 | 29,275 | 1,242 | 1,001,524 | 198 | 29,765 | 96 | 2,595 | 750 | 8,706 | 2,146 | 4,915,859 | 962 | 67,746 |
| Albany, N. Y..... | | | 4 | | 81 | 12,439 | 4 | 681 | 24 | 536 | 7 | 86 | 105 | 12,975 | 11 | 767 |
| Patchogue, N. Y..... | | | | | 2 | 291 | 8 | 269 | | | 75 | 746 | 2 | 291 | 83 | 1,015 |
| Greenport, N. Y..... | | | | | 5 | 651 | 7 | 305 | 1 | 27 | 50 | 516 | 6 | 678 | 57 | 821 |
| Newark, N. J..... | 9 | 37,854 | | | 37 | 6,821 | 2 | 51 | 7 | 226 | 40 | 481 | 53 | 44,901 | 42 | 532 |
| Perth Amboy, N. J..... | | | | | 33 | 10,186 | 2 | 63 | 1 | 31 | 54 | 643 | 34 | 10,217 | 56 | 706 |

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | | | Enrolled. | | | | Licensed. | | | | Total. | | | |
|--|-------------|-----------|------|-------|-----------|---------|------|--------|-----------|-------|------|-------|--------|-----------|------|--------|
| | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | |
| ATLANTIC AND GULF COASTS—contd. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Philadelphia: | | | | | | | | | | | | | | | | |
| Tuckerton, N. J. | | | | | | | | | | | 19 | 119 | | | 19 | 119 |
| Philadelphia, Pa. | 190 | 1,053,314 | 1 | 3,262 | 214 | 178,570 | 67 | 3,575 | 34 | 964 | 436 | 5,946 | 438 | 1,232,848 | 504 | 12,783 |
| Wilmington, Del. | 10 | 38,868 | | | 32 | 10,602 | 6 | 440 | 2 | 35 | 38 | 604 | 44 | 49,505 | 44 | 1,044 |
| Maryland: | | | | | | | | | | | | | | | | |
| Baltimore, Md. | 104 | 552,524 | 1 | 3,253 | 184 | 211,775 | 42 | 11,768 | 35 | 857 | 167 | 2,217 | 323 | 765,156 | 210 | 17,238 |
| Annapolis, Md. | | | | | 4 | 1,601 | 8 | 249 | | | 58 | 670 | 4 | 1,601 | 66 | 919 |
| Crisfield, Md. | | | | | | | 14 | 586 | | | 67 | 893 | | | 81 | 1,479 |
| Washington, D. C. | | | | | 11 | 8,944 | | | 8 | 172 | 8 | 123 | 19 | 9,116 | 8 | 123 |
| Virginia: | | | | | | | | | | | | | | | | |
| Alexandria, Va. | 1 | 6,057 | | | 1 | 43 | 1 | 30 | 1 | 21 | 5 | 69 | 3 | 6,121 | 6 | 99 |
| Reedville, Va. | | | | | 41 | 8,370 | 13 | 1,646 | | | 98 | 1,211 | 41 | 8,370 | 111 | 2,857 |
| Richmond, Va. | | | | | | | 1 | 44 | 1 | 23 | 1 | 29 | 1 | 23 | 2 | 73 |
| Newport News, Va. | 53 | 262,211 | | | 26 | 26,828 | 7 | 258 | 1 | 22 | 150 | 2,228 | 80 | 289,061 | 157 | 2,486 |
| Norfolk, Va. | 95 | 319,815 | 1 | 1,353 | 126 | 140,710 | 32 | 1,547 | 15 | 414 | 247 | 3,475 | 236 | 460,939 | 280 | 6,375 |
| Cape Charles, Va. | | | | | 18 | 6,632 | 6 | 249 | | | 85 | 1,005 | 18 | 6,632 | 91 | 1,254 |
| North Carolina: | | | | | | | | | | | | | | | | |
| Elizabeth City, N. C. | | | | | 6 | 580 | 8 | 369 | 7 | 153 | 46 | 595 | 13 | 733 | 54 | 964 |
| Mateo, N. C. | | | | | | | 1 | 20 | | | 13 | 170 | | | 14 | 190 |
| Washington, N. C. | | | | | 7 | 496 | 5 | 155 | 2 | 44 | 37 | 498 | 9 | 540 | 42 | 653 |
| New Bern, N. C. | | | | | 7 | 3,636 | 4 | 119 | 3 | 50 | 27 | 366 | 10 | 3,686 | 31 | 485 |
| Beaufort, N. C. | | | | | | | 28 | 1,452 | | | 118 | 1,593 | | | 146 | 3,045 |
| Wilmington, N. C. | 9 | 52,183 | | | 20 | 2,099 | 8 | 481 | 8 | 100 | 25 | 361 | 37 | 54,382 | 33 | 842 |
| South Carolina: | | | | | | | | | | | | | | | | |
| Georgetown, S. C. | | | | | 8 | 794 | 1 | 42 | 5 | 69 | 27 | 290 | 13 | 863 | 28 | 332 |
| Charleston, S. C. | 5 | 15,832 | | | 14 | 6,853 | 6 | 286 | 2 | 71 | 102 | 1,293 | 21 | 22,756 | 108 | 1,579 |
| Beaufort, N. C. | | | | | 1 | 273 | 2 | 99 | | | 9 | 107 | 1 | 273 | 11 | 206 |
| Georgia: | | | | | | | | | | | | | | | | |
| Savannah, Ga. | 22 | 67,069 | | | 36 | 45,924 | 7 | 1,115 | 4 | 125 | 28 | 444 | 62 | 113,118 | 35 | 1,559 |
| Brunswick, Ga. | | | | | 10 | 8,448 | | | | | 23 | 249 | 10 | 8,448 | 23 | 249 |
| Florida: | | | | | | | | | | | | | | | | |
| Fernandina, Fla. | 1 | 3,545 | | | 3 | 402 | 9 | 475 | | | 12 | 117 | 4 | 3,947 | 21 | 592 |
| Jacksonville, Fla. | 25 | 84,100 | 1 | 27 | 28 | 27,750 | 20 | 1,707 | 9 | 215 | 72 | 1,016 | 62 | 112,065 | 93 | 2,750 |
| St. Augustine, Fla. | | | | | | | 5 | 216 | | | 41 | 484 | | | 46 | 700 |
| Miami, Fla. | 2 | 382 | 21 | 521 | | | 7 | 393 | 1 | 16 | 74 | 874 | 3 | 398 | 102 | 1,788 |
| Key West, Fla. | 11 | 15,205 | 12 | 315 | 6 | 1,502 | 8 | 348 | 2 | 56 | 69 | 832 | 19 | 16,763 | 89 | 1,495 |

| | | | | | | | | | | | | | | | | |
|-----------------------------------|-------|-----------|-------|--------|-------|-----------|-----|--------|-----|-------|-------|--------|-------|------------|-------|---------|
| Tampa, Fla. | 12 | 45,306 | 8 | 1,032 | 16 | 18,787 | 26 | 1,183 | 2 | 33 | 83 | 1,242 | 30 | 64,126 | 117 | 3,457 |
| Apalachicola, Fla. | | | | | 8 | 702 | 7 | 619 | 2 | 51 | 28 | 297 | 10 | 753 | 35 | 916 |
| Pensacola, Fla. | 16 | 62,127 | 1 | 663 | 9 | 963 | 3 | 123 | 7 | 130 | 9 | 112 | 32 | 63,220 | 13 | 898 |
| Mobile: | | | | | | | | | | | | | | | | |
| Mobile, Ala. ¹ | 21 | 81,527 | | | 20 | 33,243 | 10 | 654 | 10 | 206 | 59 | 833 | 51 | 114,976 | 69 | 1,487 |
| Gulfport, Miss. | 6 | 16,145 | 4 | 2,585 | 4 | 196 | 5 | 177 | 4 | 87 | 42 | 656 | 14 | 16,428 | 51 | 3,418 |
| New Orleans: | | | | | | | | | | | | | | | | |
| New Orleans, La. ¹ | 131 | 526,466 | 6 | 799 | 37 | 37,137 | 1 | 595 | | | | | 168 | 563,603 | 7 | 1,394 |
| Morgan City, La. | | | 1 | 119 | 22 | 1,565 | 8 | 486 | 8 | 123 | 122 | 1,702 | 30 | 1,688 | 131 | 2,307 |
| Sabine: Port Arthur, Tex. | 36 | 144,885 | 9 | 4,174 | 50 | 137,354 | 5 | 3,430 | 1 | 8 | 33 | 423 | 87 | 282,247 | 47 | 8,027 |
| Galveston: | | | | | | | | | | | | | | | | |
| Galveston, Tex. | 32 | 122,918 | 6 | 102 | 23 | 13,106 | 7 | 3,230 | | | 101 | 1,279 | 55 | 136,024 | 111 | 4,611 |
| Houston, Tex. | 3 | 8,070 | | | 11 | 3,950 | 3 | 110 | 3 | 64 | 40 | 500 | 17 | 12,084 | 43 | 610 |
| Port Lavaca, Tex. | | | | | 1 | 39 | | | | | 26 | 55 | 1 | 39 | 26 | 255 |
| Aransas Pass, Tex. | 1 | 333 | | | | | 1 | 66 | | | 10 | 115 | 1 | 333 | 11 | 181 |
| Porto Rico: San Juan, P. R. | 11 | 19,880 | 7 | 840 | 3 | 1,954 | | | | | 14 | 224 | 14 | 21,834 | 21 | 1,064 |
| Virgin Islands: St. Thomas, V. I. | 1 | 42 | 2 | 32 | | | | | | | | | 1 | 42 | 2 | 32 |
| Total..... | 1,685 | 7,745,799 | 182 | 54,558 | 2,882 | 2,382,273 | 817 | 86,447 | 387 | 9,536 | 4,704 | 60,165 | 4,954 | 10,137,608 | 5,703 | 201,170 |
| PACIFIC COAST. | | | | | | | | | | | | | | | | |
| San Diego: San Diego, Calif. | 2 | 6,507 | 36 | 962 | 2 | 798 | 3 | 127 | | | 31 | 428 | 4 | 7,305 | 70 | 1,517 |
| Los Angeles: Los Angeles, Calif. | 37 | 194,037 | 44 | 1,772 | 22 | 68,461 | 68 | 10,181 | | | 117 | 1,852 | 59 | 262,498 | 229 | 13,805 |
| San Francisco: | | | | | | | | | | | | | | | | |
| San Francisco, Calif. | 171 | 871,850 | 23 | 9,857 | 294 | 470,646 | 116 | 26,698 | 22 | 872 | 299 | 5,184 | 487 | 1,343,368 | 438 | 41,739 |
| Eureka, Calif. | 2 | 3,804 | | | 3 | 336 | 1 | 49 | | | 9 | 146 | 5 | 4,140 | 10 | 195 |
| Oregon: | | | | | | | | | | | | | | | | |
| Marshfield, Oreg. | | | | | 14 | 7,263 | 2 | 80 | | | 58 | 675 | 14 | 7,263 | 60 | 755 |
| Newport, Oreg. | | | | | 2 | 92 | 1 | 81 | 2 | 52 | 6 | 81 | 4 | 144 | 7 | 162 |
| Astoria, Oreg. | 11 | 31,377 | 8 | 422 | 20 | 1,825 | 18 | 882 | 3 | 58 | 96 | 1,356 | 34 | 33,260 | 122 | 2,660 |
| Portland, Oreg. | 78 | 323,007 | 5 | 10,716 | 79 | 42,321 | 11 | 605 | 8 | 186 | 52 | 724 | 165 | 365,604 | 68 | 12,045 |
| Washington: Seattle, Wash. | 242 | 774,752 | 758 | 32,466 | 123 | 52,465 | 117 | 14,208 | 43 | 775 | 579 | 7,232 | 408 | 827,992 | 1,454 | 53,906 |
| Alaska: Juneau, Alaska. | 79 | 29,815 | 405 | 8,782 | 4 | 245 | 15 | 660 | 5 | 93 | 351 | 4,462 | 88 | 30,153 | 771 | 13,904 |
| Hawaii: Honolulu, Hawaii | 1 | 5,873 | 1 | 1,696 | 15 | 10,480 | 9 | 894 | | | 17 | 387 | 16 | 16,353 | 27 | 2,977 |
| Total..... | 623 | 2,241,112 | 1,280 | 66,673 | 578 | 654,932 | 361 | 54,465 | 83 | 2,036 | 1,615 | 22,527 | 1,284 | 2,898,080 | 3,256 | 143,665 |
| NORTHERN LAKES. | | | | | | | | | | | | | | | | |
| Vermont: Burlington, Vt. | | | | | 7 | 2,913 | 3 | 37 | | | | | 7 | 2,913 | 3 | 37 |
| St. Lawrence: | | | | | | | | | | | | | | | | |
| Rouses Point, N. Y. | | | | | 5 | 342 | 4 | 79 | | | | | 5 | 342 | 4 | 79 |
| Ogdensburg, N. Y. | | | | | 10 | 7,721 | 3 | 33 | | | | | 10 | 7,721 | 3 | 33 |
| Cape Vincent, N. Y. | | | | | 9 | 685 | 18 | 261 | | | | | 9 | 685 | 18 | 261 |
| Rochester: | | | | | | | | | | | | | | | | |
| Oswego, N. Y. | | | | | 31 | 106,369 | | | | | | | 31 | 106,369 | | |
| Rochester, N. Y. | | | | | 8 | 814 | 14 | 145 | | | | | 8 | 814 | 14 | 145 |
| Buffalo: Buffalo, N. Y. | 2 | 2,876 | | | 166 | 200,688 | 28 | 298 | | | | | 168 | 203,564 | 28 | 298 |

¹ Seagoing vessels; for vessels in river trade see p. 130.

No. 3.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | | | Enrolled. | | | | Licensed. | | | | Total. | | | |
|--|-------------|---------|------|-------|-----------|-----------|------|--------|-----------|-------|------|-------|--------|-----------|------|--------|
| | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | |
| NORTHERN LAKES—continued. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Ohio: | | | | | | | | | | | | | | | | |
| Erie, Pa. | | | | | 44 | 6,683 | 13 | 192 | | | | | 44 | 6,683 | 13 | 192 |
| Cleveland, Ohio. | 13 | 31,271 | | | 267 | 1,068,246 | 14 | 159 | | | | | 280 | 1,099,517 | 14 | 159 |
| Sandusky, Ohio. | | | | | 33 | 6,119 | 34 | 676 | | | | | 33 | 6,119 | 34 | 676 |
| Toledo, Ohio. | 4 | 10,260 | | | 14 | 1,966 | 9 | 123 | | | | | 18 | 12,226 | 9 | 123 |
| Michigan: | | | | | | | | | | | | | | | | |
| Detroit, Mich. | 22 | 52,123 | | | 84 | 94,780 | 29 | 645 | | | | | 106 | 146,903 | 29 | 645 |
| Port Huron, Mich. | 4 | 8,332 | | | 46 | 18,890 | 9 | 118 | | | | | 50 | 27,222 | 9 | 118 |
| Marquette, Mich. | | | | | 36 | 3,516 | 60 | 772 | | | | | 36 | 3,516 | 60 | 772 |
| Grand Haven, Mich. | | | | | 95 | 39,671 | 207 | 2,297 | | | | | 95 | 39,671 | 207 | 2,297 |
| Chicago: Chicago, Ill. | 5 | 12,591 | | | 102 | 71,090 | 93 | 1,549 | | | | | 107 | 83,681 | 93 | 1,549 |
| Wisconsin: Milwaukee, Wis. | 3 | 5,305 | | | 113 | 19,454 | 313 | 3,713 | | | | | 116 | 24,759 | 313 | 3,713 |
| Duluth and Superior: Duluth, Minn. | 18 | 37,103 | | | 212 | 658,994 | 24 | 353 | | | | | 230 | 696,097 | 24 | 353 |
| Total. | 71 | 159,861 | | | 1,282 | 2,308,941 | 875 | 11,450 | | | | | 1,353 | 2,468,802 | 875 | 11,450 |
| WESTERN RIVERS. | | | | | | | | | | | | | | | | |
| New Orleans: | | | | | | | | | | | | | | | | |
| New Orleans, La. ² | | | | | 98 | 24,564 | 36 | 4,521 | 16 | 411 | 179 | 2,427 | 114 | 24,975 | 215 | 6,948 |
| Vicksburg, Miss. | | | | | 13 | 3,238 | 2 | 77 | 2 | 17 | 16 | 207 | 15 | 3,255 | 18 | 284 |
| Tennessee: | | | | | | | | | | | | | | | | |
| Memphis, Tenn. | | | | | 21 | 3,321 | 5 | 138 | 3 | 65 | 29 | 355 | 24 | 3,386 | 34 | 493 |
| Nashville, Tenn. | | | | | 8 | 1,068 | 1 | 22 | | | 30 | 355 | 8 | 1,068 | 31 | 377 |
| Chattanooga, Tenn. | | | | | 11 | 763 | | | | | 15 | 177 | 11 | 763 | 15 | 177 |
| Mobile: Mobile, Ala. ² | | | | | 9 | 1,400 | | | 3 | 33 | 16 | 171 | 12 | 1,433 | 16 | 171 |
| Kentucky: | | | | | | | | | | | | | | | | |
| Paducah, Ky. | | | | | 7 | 1,361 | 6 | 199 | | | 13 | 153 | 7 | 1,361 | 19 | 352 |
| Louisville, Ky. | | | | | 42 | 6,304 | 13 | 380 | | | 66 | 769 | 42 | 6,304 | 79 | 1,149 |
| St. Louis: | | | | | | | | | | | | | | | | |
| St. Louis, Mo. | | | | | 83 | 21,019 | 31 | 1,033 | 9 | 160 | 157 | 1,904 | 92 | 21,179 | 188 | 2,937 |
| Kansas City, Mo. | | | | | 3 | 154 | 3 | 118 | | | 11 | 155 | 3 | 164 | 14 | 273 |
| St. Joseph, Mo. | | | | | | | | | | | 1 | 10 | | | 1 | 10 |
| Omaha: Omaha, Nebr. | | | | | 5 | 508 | 2 | 64 | | | 2 | 31 | 5 | 508 | 4 | 95 |
| Dakota: Pembina, N. Dak. | | | | | | | 25 | 992 | | | 14 | 209 | | | 39 | 1,201 |

| | | | | | | | | | | | | | | | | |
|---|-------|------------|-------|---------|---------|-----------|-------|---------|-----|--------|--------|--------|---------|------------|--------|---------|
| Montana and Idaho: Great Falls, Mont. | | | | | | 5 | 137 | | | 6 | 95 | | | 11 | 232 | |
| Iowa: | | | | | | | | | | | | | | | | |
| Des Moines | | | | 9 | 586 | 2 | 83 | 1 | 9 | 16 | 209 | 10 | 595 | 18 | 292 | |
| Sioux City, Iowa | | | | | | | | | | 3 | 28 | | | 3 | 28 | |
| Dubuque, Iowa | | | | 1 | 42 | 1 | 42 | | | 12 | 110 | 1 | 42 | 13 | 152 | |
| Minnesota: St. Paul, Minn. | | | | 1 | 62 | 2 | 92 | | | | | 3 | 97 | 10 | 188 | |
| Duluth and Superior: Duluth, Minn. ² | | | | 9 | 175 | 8 | 140 | | 35 | 8 | 96 | | 9 | 175 | 8 | |
| Wisconsin: Milwaukee, Wis. ² | | | | 2 | 153 | 2 | 83 | | | 5 | 47 | 2 | 153 | 7 | 130 | |
| Chicago: | | | | | | | | | | | | | | | | |
| Chicago, Ill. ² | | | | 16 | 1,171 | 3 | 92 | 1 | 14 | 19 | 245 | 17 | 1,185 | 22 | 337 | |
| Peoria, Ill. | | | | 10 | 1,748 | 1 | 42 | 3 | 53 | 23 | 358 | 13 | 1,801 | 24 | 400 | |
| Indiana: Evansville, Ind. | | | | 28 | 2,988 | 7 | 467 | | | 31 | 374 | 28 | 2,988 | 38 | 841 | |
| Ohio: Cincinnati, Ohio | | | | 37 | 8,290 | | | 1 | 9 | 44 | 619 | 38 | 8,299 | 44 | 619 | |
| Pittsburgh: Pittsburgh, Pa. | | | | 125 | 22,399 | 9 | 343 | 7 | 106 | 69 | 921 | 132 | 22,505 | 78 | 1,264 | |
| Total | | | | 538 | 101,324 | 164 | 9,065 | 48 | 912 | 785 | 10,025 | 586 | 102,236 | 949 | 19,090 | |
| SUMMARY. | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts | 1,685 | 7,745,799 | 182 | 54,558 | 2,882 | 2,382,273 | 817 | 86,447 | 387 | 9,536 | 4,704 | 60,164 | 4,954 | 10,137,608 | 5,703 | 201,169 |
| Pacific coasts | 623 | 2,241,112 | 1,280 | 66,673 | 578 | 654,932 | 361 | 54,465 | 83 | 2,036 | 1,615 | 22,527 | 1,284 | 2,898,080 | 3,256 | 143,665 |
| Northern lakes | 71 | 159,861 | | | 1,282 | 2,308,941 | 875 | 11,450 | | | | | 1,353 | 2,468,802 | 875 | 11,450 |
| Western rivers | | | | | 538 | 101,324 | 164 | 9,065 | 48 | 912 | 785 | 10,025 | 586 | 102,236 | 949 | 19,090 |
| Grand total | 2,379 | 10,146,772 | 1,462 | 121,231 | 5,280 | 5,447,470 | 2,217 | 161,427 | 518 | 12,484 | 7,104 | 92,716 | 8,177 | 15,606,726 | 10,783 | 375,374 |

² Vessels in river trade only; for seagoing vessels see p. 129.² Vessels in river trade only; for lake vessels see pp. 129-130.

NO. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922.

[These vessels are included in statement No. 1.]

| Customs district and port in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|-----------|-----------|-----------|-------------------------|-------|--------|-----------|
| ATLANTIC AND GULF COASTS. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Maine and New Hampshire: | | | | | | | | |
| Bangor, Me..... | | | 1 | 147 | | | 1 | 147 |
| Belfast, Me..... | | | 1 | 1,245 | | | 1 | 1,245 |
| Rockland, Me..... | | | 16 | 6,183 | | | 16 | 6,183 |
| Boothbay, Me..... | 1 | 704 | | | | | 1 | 704 |
| Bath, Me..... | | | 10 | 4,866 | | | 10 | 4,866 |
| Portland, Me..... | 8 | 39,785 | 6 | 16,476 | | | 14 | 56,261 |
| Portsmouth, N. H..... | 4 | 22,904 | | | | | 4 | 22,904 |
| Massachusetts: | | | | | | | | |
| Gloucester, Mass..... | 1 | 449 | | | | | 1 | 449 |
| Boston, Mass..... | 41 | 179,363 | 87 | 179,849 | 1 | 12 | 129 | 359,224 |
| New Bedford, Mass..... | 1 | 1,053 | 2 | 1,329 | | | 3 | 2,382 |
| Fall River, Mass..... | 3 | 21,468 | 16 | 43,427 | | | 19 | 64,895 |
| Rhode Island: | | | | | | | | |
| Providence, R. I..... | 2 | 6,911 | 3 | 8,270 | | | 5 | 15,181 |
| Newport, R. I..... | | | 2 | 589 | | | 2 | 589 |
| Connecticut: | | | | | | | | |
| New London, Conn..... | 4 | 24,850 | 18 | 49,418 | | | 22 | 74,268 |
| Hartford, Conn..... | | | 9 | 7,242 | | | 9 | 7,242 |
| New Haven, Conn..... | | | 15 | 3,442 | | | 15 | 3,442 |
| Bridgeport, Conn..... | | | 2 | 896 | | | 2 | 896 |
| New York: | | | | | | | | |
| New York, N. Y..... | 799 | 3,899,334 | 714 | 960,965 | 3 | 168 | 1,516 | 4,860,467 |
| Albany, N. Y..... | | | 21 | 5,381 | 2 | 46 | 23 | 5,427 |
| Patchogue, N. Y..... | | | | | 1 | 12 | 1 | 12 |
| Newark, N. J..... | 9 | 37,854 | 6 | 3,655 | 1 | 12 | 16 | 41,521 |
| Perth Amboy, N. J..... | | | 24 | 14,019 | | | 24 | 14,019 |
| Philadelphia: | | | | | | | | |
| Philadelphia, Pa..... | 179 | 1,024,550 | 175 | 179,091 | 10 | 305 | 364 | 1,203,946 |
| Wilmington, Del..... | 10 | 38,868 | 20 | 9,116 | | | 30 | 47,984 |
| Maryland: | | | | | | | | |
| Baltimore, Md..... | 92 | 526,938 | 145 | 214,895 | 5 | 122 | 242 | 741,955 |
| Annapolis, Md..... | | | 1 | 875 | | | 1 | 875 |
| Washington, D. C..... | | | 8 | 8,711 | | | 8 | 8,711 |
| Virginia: | | | | | | | | |
| Alexandria, Va..... | 1 | 6,057 | | | | | 1 | 6,057 |
| Newport News, Va..... | 46 | 243,827 | 9 | 17,844 | | | 55 | 261,671 |
| Norfolk, Va..... | 88 | 299,054 | 68 | 109,286 | 2 | 52 | 158 | 408,392 |
| Cape Charles, Va..... | | | 23 | 19,681 | | | 23 | 19,681 |
| North Carolina: | | | | | | | | |
| Elizabeth City, N. C..... | | | 2 | 279 | | | 2 | 279 |
| Washington, N. C..... | | | 1 | 96 | | | 1 | 96 |
| New Bern, N. C..... | | | 1 | 3,320 | | | 1 | 3,320 |
| Beaufort, N. C..... | | | 1 | 98 | | | 1 | 98 |
| Wilmington, N. C..... | 9 | 52,183 | 10 | 1,952 | | | 19 | 54,135 |
| South Carolina: | | | | | | | | |
| Charleston, S. C..... | 6 | 20,154 | 9 | 6,303 | 1 | 39 | 16 | 26,496 |
| Georgia: | | | | | | | | |
| Savannah, Ga..... | 22 | 68,094 | 23 | 44,615 | | | 45 | 112,709 |
| Brunswick, Ga..... | | | 5 | 7,940 | | | 5 | 7,940 |
| Florida: | | | | | | | | |
| Fernandina, Fla..... | 1 | 3,545 | | | | | 1 | 3,545 |
| Jacksonville, Fla..... | 17 | 62,374 | 12 | 22,116 | | | 29 | 84,490 |
| Miami, Fla..... | 1 | 97 | | | | | 1 | 97 |
| Key West, Fla..... | 6 | 15,541 | 5 | 2,037 | | | 11 | 17,578 |
| Tampa, Fla..... | 12 | 42,958 | 11 | 16,048 | | | 23 | 59,006 |
| Pensacola, Fla..... | 14 | 61,794 | 4 | 1,576 | | | 18 | 63,370 |
| Mobile: | | | | | | | | |
| Mobile, Ala..... | 22 | 82,375 | 18 | 36,632 | 1 | 23 | 41 | 119,030 |
| Gulfport, Miss..... | 1 | 5,795 | | | | | 1 | 5,795 |
| New Orleans: | | | | | | | | |
| New Orleans, La. ¹ | 125 | 504,326 | 34 | 34,997 | | | 159 | 539,323 |
| Morgan City, La..... | | | 1 | 42 | | | 1 | 42 |
| Galveston: | | | | | | | | |
| Port Arthur, Tex..... | 39 | 123,239 | 65 | 161,620 | | | 104 | 284,859 |
| Galveston, Tex..... | 36 | 124,910 | 15 | 16,892 | | | 51 | 141,802 |
| Houston, Tex..... | 2 | 5,511 | 4 | 4,338 | 1 | 11 | 7 | 9,860 |
| Aransas Pass, Tex..... | 1 | 1,433 | | | | | 1 | 1,433 |
| Porto Rico: San Juan, P. R..... | 12 | 21,067 | 2 | 1,928 | | | 14 | 22,995 |
| Total..... | 1,615 | 7,569,365 | 1,625 | 2,229,727 | 28 | 802 | 3,268 | 9,799,894 |

¹ Seagoing vessels; for vessels in river trade see p. 133.

No. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|---|-------------|-----------|-----------|-----------|-------------------------|-------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| PACIFIC COAST. | | | | | | | | |
| San Diego: San Diego, Calif..... | 1 | 6,486 | | | | | 1 | 6,486 |
| Los Angeles: Los Angeles, Calif.... | 35 | 188,957 | 17 | 64,430 | | | 52 | 253,387 |
| San Francisco: San Francisco, Calif. | 144 | 813,184 | 122 | 390,229 | 7 | 352 | 273 | 1,203,765 |
| Oregon: | | | | | | | | |
| Astoria, Oreg..... | 1 | 4,127 | 2 | 3,607 | | | 3 | 7,734 |
| Portland, Oreg..... | 39 | 223,087 | 5 | 17,654 | | | 44 | 240,741 |
| Washington: Seattle, Wash..... | 155 | 699,268 | 14 | 34,945 | 1 | 15 | 170 | 734,228 |
| Alaska: Juneau, Alaska..... | 7 | 1,556 | | | | | 7 | 1,556 |
| Hawaii: Honolulu, Hawaii..... | 1 | 5,873 | 10 | 8,325 | | | 11 | 14,198 |
| Total..... | 383 | 1,942,538 | 170 | 519,190 | 8 | 367 | 561 | 2,462,095 |
| NORTHERN LAKES. ² | | | | | | | | |
| Vermont: St. Albans, Vt..... | | | 3 | 2,829 | | | 3 | 2,829 |
| St. Lawrence: | | | | | | | | |
| Ogdensburg, N. Y..... | | | 5 | 6,966 | | | 5 | 6,966 |
| Cape Vincent, N. Y..... | | | 1 | 59 | | | 1 | 59 |
| Rochester: Oswego, N. Y..... | | | 20 | 104,815 | | | 20 | 104,815 |
| Buffalo: Buffalo, N. Y..... | 2 | 2,876 | 127 | 200,593 | | | 129 | 203,469 |
| Ohio: | | | | | | | | |
| Erie, Pa..... | | | 8 | 3,417 | | | 8 | 3,417 |
| Cleveland, Ohio..... | 13 | 31,271 | 245 | 1,070,789 | | | 258 | 1,102,060 |
| Sandusky, Ohio..... | | | 13 | 4,472 | | | 13 | 4,472 |
| Toledo, Ohio..... | 4 | 10,260 | 1 | 102 | | | 5 | 10,362 |
| Michigan: | | | | | | | | |
| Detroit, Mich..... | 21 | 51,857 | 74 | 89,265 | | | 95 | 141,122 |
| Port Huron, Mich..... | 4 | 8,332 | 4 | 6,949 | | | 8 | 15,281 |
| Marquette, Mich..... | | | 3 | 516 | | | 3 | 516 |
| Grand Haven, Mich..... | | | 23 | 31,448 | | | 23 | 31,448 |
| Chicago: Chicago, Ill. ³ | 5 | 12,591 | 52 | 63,332 | | | 57 | 75,923 |
| Wisconsin: Milwaukee, Wis. ³ | 3 | 5,305 | 13 | 9,277 | | | 16 | 14,582 |
| Duluth and Superior: | | | | | | | | |
| Duluth, Minn. ³ | 18 | 37,103 | 211 | 736,751 | | | 229 | 773,854 |
| Total..... | 70 | 159,595 | 803 | 2,331,580 | | | 873 | 2,491,175 |
| WESTERN RIVERS. | | | | | | | | |
| New Orleans: | | | | | | | | |
| New Orleans, La. ⁴ | | | 60 | 26,532 | 3 | 118 | 63 | 26,650 |
| Vicksburg, Miss..... | | | 4 | 2,528 | 2 | 17 | 6 | 2,545 |
| Tennessee: | | | | | | | | |
| Memphis, Tenn..... | | | 9 | 1,655 | 8 | 96 | 17 | 1,751 |
| Nashville, Tenn..... | | | 1 | 22 | 2 | 27 | 3 | 49 |
| Chattanooga, Tenn..... | | | | | 6 | 60 | 6 | 60 |
| Kentucky: | | | | | | | | |
| Paducah, Ky..... | | | | | 1 | 10 | 1 | 10 |
| Louisville, Ky..... | | | 6 | 1,436 | 1 | 9 | 7 | 1,445 |
| St. Louis: St. Louis, Mo..... | | | 25 | 11,346 | 21 | 262 | 46 | 11,608 |
| Dakota: Pembina, N. Dak..... | | | 1 | 35 | | | 1 | 35 |
| Montana and Idaho: Great Falls, Mont..... | | | | | 3 | 33 | 3 | 33 |
| Iowa: | | | | | | | | |
| Des Moines, Iowa..... | | | 1 | 58 | 1 | 12 | 2 | 70 |
| Dubuque, Iowa..... | | | 1 | 42 | | | 1 | 42 |
| Minnesota: St. Paul, Minn..... | | | 1 | 62 | | | 1 | 62 |
| Duluth and Superior: Duluth, Minn. ⁵ | | | 1 | 21 | | | 1 | 21 |
| Wisconsin: Milwaukee, Wis. ⁵ | | | 2 | 83 | | | 2 | 83 |
| Chicago: Chicago, Ill. ⁵ | | | 3 | 176 | 2 | 18 | 5 | 194 |
| Indiana: Evansville, Ind..... | | | 3 | 421 | 1 | 18 | 4 | 439 |
| Ohio: Cincinnati, Ohio..... | | | 3 | 855 | | | 3 | 855 |
| Pittsburgh: Pittsburgh, Pa..... | | | 19 | 6,157 | | | 19 | 6,157 |
| Total..... | | | 140 | 51,429 | 51 | 680 | 191 | 52,109 |

² Registered vessels built at Great Lakes ports are, in fact, in ocean trade and on application of owner are to be documented from seaports.

³ Lake vessels; for vessels in river trade see below.

⁴ Vessels in river trade only; for seagoing vessels see p. 132.

⁵ Vessels in river trade only; for lake vessels see above.

NO. 4.—NUMBER AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | Enrolled. | | Licensed under 20 tons. | | Total. | |
|--|-------------|-----------|-----------|-----------|-------------------------|-------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| SUMMARY. | | | | | | | | |
| Atlantic and Gulf coasts..... | 1,615 | 7,569,365 | 1,625 | 2,229,727 | 28 | 802 | 3,268 | 9,799,894 |
| Pacific coast..... | 383 | 1,942,538 | 170 | 519,190 | 8 | 367 | 561 | 2,462,095 |
| Northern lakes..... | 70 | 159,595 | 803 | 2,331,580 | | | 573 | 2,491,175 |
| Western rivers..... | | | 140 | 51,429 | 51 | 680 | 191 | 52,109 |
| Grand total..... | 2,068 | 9,671,498 | 2,738 | 5,131,926 | 87 | 1,849 | 4,893 | 14,805,273 |

**No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS,
JUNE 30, 1922.**

[These vessels are included in statements Nos. 1, 3, and 4.]

| Customs district and port in which documented. | Registered. | | | | Enrolled. | | | | Licensed under 20 tons. | | | | Total. | | | |
|--|-------------|-----------|------|--------|-----------|---------|------|--------|-------------------------|-------|------|-------|--------|-----------|------|--------|
| | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | |
| ATLANTIC AND GULF COASTS. | | | | | | | | | | | | | | | | |
| Maine and New Hampshire: | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Bangor, Me..... | | | | | 1 | 147 | | | | | | | 1 | 147 | | |
| Belfast, Me..... | | | | | 1 | 1,245 | | | | | | | 1 | 1,245 | | |
| Rockland, Me..... | | | | | 16 | 6,183 | | | | | | | 16 | 6,183 | | |
| Boothbay, Me..... | 1 | 704 | | | | | | | | | | | 1 | 704 | | |
| Bath, Me..... | | | | | 3 | 1,648 | 2 | 968 | | | | | 3 | 1,648 | 2 | 968 |
| Portland, Me..... | 8 | 39,785 | | | 6 | 16,476 | | | | | | | 14 | 56,261 | | |
| Portsmouth, N. H..... | 4 | 22,904 | | | | | | | | | | | 4 | 22,904 | | |
| Massachusetts: | | | | | | | | | | | | | | | | |
| Gloucester, Mass..... | 1 | 449 | | | | | | | | | | | 1 | 449 | | |
| Boston, Mass..... | 36 | 171,917 | 1 | 3,253 | 82 | 173,554 | | | | | 1 | 12 | 118 | 345,471 | 2 | 3,261 |
| New Bedford, Mass..... | | | | | 2 | 1,329 | | | | | | | 2 | 1,329 | | |
| Fall River, Mass..... | 3 | 21,468 | | | 15 | 42,824 | | | | | | | 18 | 64,292 | | |
| Rhode Island: | | | | | | | | | | | | | | | | |
| Providence, R. I..... | 1 | 3,663 | | | 2 | 5,950 | | | | | | | 3 | 9,613 | | |
| Newport, R. I..... | | | | | 2 | 589 | | | | | | | 2 | 589 | | |
| Connecticut: | | | | | | | | | | | | | | | | |
| New London, Conn..... | 4 | 24,850 | | | 17 | 49,061 | | | | | | | 21 | 73,911 | | |
| Hartford, Conn..... | | | | | 9 | 7,242 | | | | | | | 9 | 7,242 | | |
| New Haven, Conn..... | | | | | 15 | 3,442 | | | | | | | 15 | 3,442 | | |
| Bridgeport, Conn..... | | | | | 2 | 896 | | | | | | | 2 | 896 | | |
| New York: | | | | | | | | | | | | | | | | |
| New York, N. Y..... | 783 | 3,863,427 | 9 | 23,068 | 516 | 846,459 | 27 | 20,117 | 1 | 134 | 2 | 34 | 1,300 | 4,710,020 | 38 | 43,219 |
| Albany, N. Y..... | | | | | 20 | 4,825 | 1 | 556 | 2 | 46 | | | 22 | 4,871 | 1 | 556 |
| Patchogue, N. Y..... | | | | | | | | | | | 1 | 12 | | | 1 | 12 |
| Newark, N. J..... | 9 | 37,854 | | | 6 | 3,655 | | | | | 1 | 12 | 15 | 41,509 | 1 | 12 |
| Perth Amboy, N. J..... | | | | | 13 | 5,067 | | | | | 1 | 12 | 13 | 5,067 | | |
| Philadelphia: | | | | | | | | | | | | | | | | |
| Philadelphia, Pa..... | 177 | 1,019,767 | 1 | 3,262 | 148 | 167,869 | 10 | 1,312 | 9 | 291 | 1 | 14 | 334 | 1,187,927 | 12 | 4,588 |
| Wilmington, Del..... | 10 | 38,868 | | | 18 | 8,159 | 1 | 146 | | | | | 28 | 47,027 | 1 | 146 |
| Maryland: | | | | | | | | | | | | | | | | |
| Baltimore, Md..... | 91 | 523,685 | 1 | 3,253 | 114 | 195,145 | 6 | 9,630 | 4 | 113 | 1 | 9 | 209 | 718,943 | 8 | 12,892 |
| Annapolis, Md..... | | | | | 1 | 875 | | | | | | | 1 | 875 | | |
| Washington, D. C..... | | | | | 8 | 8,711 | | | | | | | 8 | 8,711 | | |

NO. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS,
JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | | | Enrolled. | | | | Licensed under 20 tons. | | | | Total. | | | |
|--|-------------|-----------|------|--------|-----------|-----------|------|--------|-------------------------|-------|------|-------|--------|-----------|------|--------|
| | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | |
| ATLANTIC AND GULF COASTS—continued. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Virginia: | | | | | | | | | | | | | | | | |
| Alexandria, Va..... | 1 | 6,057 | | | | | | | | | | | 1 | 6,057 | | |
| Newport News, Va..... | 46 | 243,827 | | | 9 | 17,844 | | | | | | | 55 | 261,671 | | |
| Norfolk, Va..... | 86 | 296,402 | | | 66 | 108,480 | 1 | 226 | 2 | 52 | | | 154 | 404,934 | 1 | 226 |
| Cape Charles, Va..... | | | | | 13 | 5,847 | | | | | | | 13 | 5,847 | | |
| North Carolina: | | | | | | | | | | | | | | | | |
| Elizabeth City, N. C..... | | | | | 2 | 279 | | | | | | | 2 | 279 | | |
| Washington, N. C..... | | | | | 1 | 96 | | | | | | | 1 | 96 | | |
| New Bern, N. C..... | | | | | 1 | 3,320 | | | | | | | 1 | 3,320 | | |
| Beaufort, N. C..... | | | | | | | 1 | 98 | | | | | | | 1 | 98 |
| Wilmington, N. C..... | 9 | 52,183 | | | 8 | 1,000 | | | | | | | 17 | 53,183 | | |
| South Carolina: Charleston, S. C..... | 4 | 15,764 | | | 8 | 6,236 | 1 | 67 | 1 | 39 | | | 13 | 22,039 | 1 | 67 |
| Georgia: | | | | | | | | | | | | | | | | |
| Savannah, Ga..... | 20 | 66,636 | | | 21 | 43,765 | 2 | 850 | | | | | 41 | 110,401 | 2 | 850 |
| Brunswick, Ga..... | | | | | 5 | 7,940 | | | | | | | 5 | 7,940 | | |
| Florida: | | | | | | | | | | | | | | | | |
| Fernandina, Fla..... | 1 | 3,545 | | | | | | | | | | | 1 | 3,545 | | |
| Jacksonville, Fla..... | 15 | 60,736 | 1 | 27 | 12 | 22,116 | | | | | | | 27 | 82,852 | 1 | 27 |
| Miami, Fla..... | 1 | 97 | | | | | | | | | | | 1 | 97 | | |
| Key West, Fla..... | 5 | 15,025 | | | 3 | 1,287 | 1 | 86 | | | | | 8 | 16,312 | 1 | 86 |
| Tampa, Fla..... | 10 | 42,616 | 1 | 239 | 8 | 12,616 | | | | | | | 18 | 55,232 | 1 | 239 |
| Pensacola, Fla..... | 14 | 61,794 | | | 3 | 619 | | | | | | | 17 | 62,413 | | |
| Mobile: | | | | | | | | | | | | | | | | |
| Mobile, Ala..... | 21 | 81,527 | | | 13 | 31,629 | 2 | 231 | 1 | 23 | | | 35 | 113,179 | 2 | 231 |
| Gulfport, Miss..... | 1 | 5,795 | | | | | | | | | | | 1 | 5,795 | | |
| New Orleans, La.: | | | | | | | | | | | | | | | | |
| New Orleans, La. ¹ | 121 | 502,562 | 3 | 750 | 30 | 30,642 | 1 | 595 | | | | | 151 | 533,204 | 4 | 1,345 |
| Morgan City, La..... | | | | | 1 | 42 | | | | | | | 1 | 42 | | |
| Sabine: Port Arthur, Tex..... | 24 | 114,999 | 3 | 266 | 37 | 135,725 | 3 | 3,351 | | | | | 61 | 250,724 | 6 | 3,617 |
| Galveston: | | | | | | | | | | | | | | | | |
| Galveston, Tex..... | 30 | 121,751 | | | 11 | 11,640 | | | | | | | 41 | 133,391 | | |
| Houston, Tex..... | 2 | 5,511 | | | 3 | 3,042 | | | | | 1 | 11 | 5 | 8,553 | 1 | 11 |
| Porto Rico: San Juan, P. R..... | 10 | 19,742 | 1 | 490 | 2 | 1,928 | | | | | | | 12 | 21,670 | 1 | 490 |
| Total..... | 1,549 | 7,485,910 | 21 | 34,608 | 1,274 | 1,997,444 | 59 | 38,233 | 20 | 698 | 8 | 104 | 2,843 | 9,484,052 | 88 | 72,945 |

| PACIFIC COAST. | | | | | | | | | | | | | |
|---|-----|-----------|---|--------|-----|-----------|----|--------|---|-----|----|-----|-----------|
| San Diego: San Diego, Calif..... | 1 | 6,486 | | | | | | | | | | 1 | 6,486 |
| Los Angeles, Calif..... | 33 | 186,820 | 1 | 328 | 15 | 64,140 | 1 | 53 | | | | 48 | 250,960 |
| San Francisco: San Francisco, Calif..... | 134 | 786,110 | 1 | 987 | 79 | 314,007 | 11 | 9,234 | 4 | 271 | 3 | 81 | 1,100,388 |
| Oregon: | | | | | | | | | | | | | |
| Astoria, Oreg..... | 1 | 4,127 | | | | | | | | | | 1 | 4,127 |
| Portland, Oreg..... | 37 | 214,453 | 1 | 7,899 | 5 | 17,654 | | | | | | 42 | 232,107 |
| Washington: Seattle, Wash..... | 144 | 685,878 | 2 | 1,061 | 11 | 29,404 | 2 | 3,687 | 1 | 15 | | 156 | 715,297 |
| Alaska: Juneau, Alaska..... | 6 | 1,173 | | | | | | | | | | 6 | 1,173 |
| Hawaii: Honolulu, Hawaii..... | 1 | 5,873 | | | 8 | 6,797 | 1 | 443 | | | | 9 | 12,670 |
| Total..... | 357 | 1,890,920 | 5 | 10,275 | 118 | 432,002 | 15 | 13,417 | 5 | 286 | 3 | 81 | 2,323,208 |
| NORTHERN LAKES. | | | | | | | | | | | | | |
| Vermont: Burlington, Vt..... | | | | | 3 | 2,829 | | | | | | 3 | 2,829 |
| St. Lawrence: | | | | | | | | | | | | | |
| Ogdensburg, N. Y..... | | | | | 3 | 5,838 | | | | | | 3 | 5,838 |
| Cape Vincent, N. Y..... | | | | | 1 | 59 | | | | | | 1 | 59 |
| Rochester: Oswego, N. Y..... | | | | | 20 | 104,815 | | | | | | 20 | 104,815 |
| Buffalo: Buffalo, N. Y..... | 2 | 2,876 | | | 88 | 190,383 | 8 | 87 | | | | 90 | 193,259 |
| Ohio: | | | | | | | | | | | | | |
| Erie, Pa..... | | | | | 8 | 3,417 | | | | | | 8 | 3,417 |
| Cleveland, Ohio..... | 13 | 31,271 | | | 237 | 1,053,850 | 1 | 13 | | | | 250 | 1,085,130 |
| Sandusky, Ohio..... | | | | | 11 | 3,613 | | | | | | 11 | 3,613 |
| Toledo, Ohio..... | 4 | 10,260 | | | 1 | 102 | | | | | | 5 | 10,362 |
| Michigan: | | | | | | | | | | | | | |
| Detroit, Mich..... | 21 | 51,857 | | | 48 | 82,066 | 2 | 99 | | | | 69 | 133,953 |
| Port Huron, Mich..... | 4 | 8,332 | | | 4 | 6,949 | | | | | | 8 | 15,281 |
| Marquette, Mich..... | | | | | 3 | 516 | | | | | | 3 | 516 |
| Grand Haven, Mich..... | | | | | 20 | 31,318 | 3 | 130 | | | | 20 | 31,318 |
| Chicago: Chicago, Ill. ² | 5 | 12,591 | | | 49 | 60,017 | 2 | 115 | | | | 54 | 72,608 |
| Wisconsin: Milwaukee, Wis. ² | 3 | 5,305 | | | 10 | 6,454 | 1 | 12 | | | | 13 | 11,759 |
| Duluth and Superior: Duluth, Minn. ² | 18 | 37,103 | | | 162 | 642,995 | | | | | | 180 | 680,098 |
| Total..... | 70 | 159,595 | | | 668 | 2,195,260 | 17 | 456 | | | | 738 | 2,354,855 |
| WESTERN RIVERS. | | | | | | | | | | | | | |
| New Orleans: | | | | | | | | | | | | | |
| New Orleans, La. ¹ | | | | | 47 | 17,753 | 8 | 3,153 | 3 | 118 | | 50 | 17,871 |
| Vicksburg, Miss..... | | | | | 3 | 2,489 | 1 | 39 | | | 2 | 17 | 2,489 |
| Tennessee: | | | | | | | | | | | | | |
| Memphis, Tenn..... | | | | | 8 | 1,631 | 1 | 24 | 1 | 26 | 7 | 70 | 1,657 |
| Nashville, Tenn..... | | | | | | | 1 | 22 | | | 2 | 27 | |
| Kentucky: | | | | | | | | | | | | | |
| Paducah, Ky..... | | | | | | | | | | | 1 | 10 | |
| Louisville, Ky..... | | | | | 3 | 1,328 | 3 | 108 | | | 1 | 9 | 1,328 |
| St. Louis: St. Louis, Mo..... | | | | | 21 | 11,194 | 4 | 152 | 2 | 49 | 16 | 186 | 11,243 |
| Dakota: Pembina, N. Dak..... | | | | | | | 1 | 35 | | | | | |
| Montana and Idaho: Great Falls, Mont..... | | | | | | | | | | | 3 | 33 | |

¹ Seagoing vessels; for vessels in river trade see below.² Lake vessels; for vessels in river trade see below.

No. 5.—NUMBER AND GROSS TONNAGE OF DOCUMENTED STEAM AND GAS METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS,
JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Registered. | | | | Enrolled. | | | | Licensed under 20 tons. | | | | Total. | | | |
|---|-------------|-----------|------|--------|-----------|-----------|------|--------|-------------------------|-------|------|-------|--------|------------|------|---------|
| | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | | Steam. | | Gas. | |
| WESTERN RIVERS—continued. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Iowa: Des Moines, Iowa..... | | | | | 1 | 58 | | | | | | | 1 | 58 | 1 | 12 |
| Dubuque, Iowa..... | | | | | | | 1 | 42 | | | | | | | 1 | 42 |
| Minnesota: St. Paul..... | | | | | 1 | 62 | | | | | | | 1 | 62 | | |
| Duluth and Superior: Duluth, Minn. ⁴ | | | | | 1 | 21 | | | | | | | 1 | 21 | | |
| Wisconsin: Milwaukee, Wis. ⁴ | | | | | | | 2 | 83 | | | | | | | 2 | 83 |
| Chicago: Chicago, Ill. ⁴ | | | | | 3 | 176 | | | | | 2 | 18 | 3 | 176 | 2 | 18 |
| Indiana: Evansville, Ind..... | | | | | 2 | 339 | 1 | 82 | | | 1 | 18 | 2 | 339 | 2 | 100 |
| Ohio: Cincinnati, Ohio..... | | | | | 3 | 855 | | | | | | | 3 | 855 | | |
| Pittsburgh: Pittsburgh, Pa..... | | | | | 17 | 5,813 | 1 | 24 | | | | | 17 | 5,813 | 1 | 24 |
| Total..... | | | | | 110 | 41,719 | 24 | 3,764 | 6 | 193 | 36 | 400 | 116 | 41,912 | 60 | 4,164 |
| SUMMARY. | | | | | | | | | | | | | | | | |
| Atlantic and gulf coasts..... | 1,549 | 7,485,910 | 21 | 34,608 | 1,274 | 1,997,444 | 59 | 38,233 | 20 | 698 | 8 | 104 | 2,843 | 9,484,052 | 88 | 72,945 |
| Pacific coast..... | 357 | 1,890,920 | 5 | 10,275 | 118 | 432,002 | 15 | 13,417 | 5 | 286 | 3 | 81 | 480 | 2,323,208 | 23 | 23,773 |
| Northern lakes..... | 70 | 159,595 | | | 668 | 2,195,260 | 17 | 456 | | | | | 738 | 2,354,855 | 17 | 456 |
| Western rivers..... | | | | | 110 | 41,719 | 24 | 3,764 | 6 | 193 | 36 | 400 | 116 | 41,912 | 60 | 4,164 |
| Grand total..... | 1,976 | 9,536,425 | 26 | 44,883 | 2,170 | 4,666,425 | 115 | 55,870 | 31 | 1,177 | 47 | 585 | 4,177 | 14,204,027 | 188 | 101,338 |

³ Vessels in river trade only; for seagoing vessels see pp. 136 and 137.

⁴ Vessels in river trade only; for lake vessels see p. 137.

No. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922.

| Customs district and port in which documented. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Barges. | | Total. | |
|--|------------------|---------|----------------|-----------|--------------|--------|---------|---------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | | | |
| Maine and New Hampshire: | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Bangor, Me. | 1 | | 1 | 147 | | | | | 1 | 147 |
| Belfast, Me. | 1 | | 1 | 1,245 | | | | | 1 | 1,245 |
| Rockland, Me. | 16 | | 6 | 183 | | | | | 16 | 6,183 |
| Boothbay, Me. | 1 | | 1 | 704 | | | | | 1 | 704 |
| Bath, Me. | 3 | | 1 | 648 | 2 | 968 | 5 | 2,250 | 10 | 4,866 |
| Portland, Me. | 14 | | 56 | 261 | | | | | 14 | 56,261 |
| Portsmouth, N. H. | 4 | | 22 | 904 | | | | | 4 | 22,904 |
| Massachusetts: | | | | | | | | | | |
| Gloucester, Mass. | 1 | | 1 | 449 | | | | | 1 | 449 |
| Boston, Mass. | 8 | 9,984 | 118 | 345,471 | 2 | 3,265 | 1 | 504 | 129 | 359,224 |
| New Bedford, Mass. | 1 | 1,053 | 2 | 1,329 | | | | | 3 | 2,382 |
| Fall River, Mass. | 18 | | 64 | 292 | | | 1 | 603 | 19 | 64,895 |
| Rhode Island: | | | | | | | | | | |
| Providence, R. I. | 2 | 5,568 | 3 | 9,613 | | | | | 5 | 15,181 |
| Newport, R. I. | | | 2 | 589 | | | | | 2 | 589 |
| Connecticut: | | | | | | | | | | |
| New London, Conn. | | | 21 | 73,911 | | | 1 | 357 | 22 | 74,268 |
| Hartford, Conn. | | | 9 | 7,242 | | | | | 9 | 7,242 |
| New Haven, Conn. | | | 15 | 3,442 | | | | | 15 | 3,442 |
| Bridgeport, Conn. | | | 2 | 896 | | | | | 2 | 896 |
| New York: | | | | | | | | | | |
| New York, N. Y. | 28 | 43,856 | 1,300 | 4,710,020 | 38 | 43,219 | 150 | 63,372 | 1,516 | 4,860,467 |
| Albany, N. Y. | | | 22 | 4,871 | 1 | 556 | | | 23 | 5,427 |
| Patchogue, N. Y. | | | | | 1 | 12 | | | 1 | 12 |
| Newark, N. J. | | | 15 | 41,509 | 1 | 12 | | | 16 | 41,521 |
| Perth Amboy, N. J. | 9 | 7,898 | 13 | 5,067 | | | 2 | 1,054 | 24 | 14,019 |
| Philadelphia: | | | | | | | | | | |
| Philadelphia, Pa. | 5 | 6,423 | 334 | 1,187,927 | 12 | 4,588 | 13 | 5,008 | 364 | 1,203,946 |
| Wilmington, Del. | 1 | 811 | 28 | 47,027 | 1 | 146 | | | 30 | 47,984 |
| Maryland: | | | | | | | | | | |
| Baltimore, Md. | | | 209 | 718,943 | 8 | 12,892 | 25 | 10,120 | 242 | 741,955 |
| Annapolis, Md. | | | 1 | 875 | | | | | 1 | 875 |
| Washington, D. C. | | | 8 | 8,711 | | | | | 8 | 8,711 |
| Virginia: | | | | | | | | | | |
| Alexandria, Va. | | | 1 | 6,057 | | | | | 1 | 6,057 |
| Newport News, Va. | | | 55 | 261,671 | | | | | 55 | 261,671 |
| Norfolk, Va. | 1 | 2,072 | 154 | 404,934 | 1 | 226 | 2 | 1,160 | 158 | 408,392 |
| Cape Charles, Va. | | | 13 | 5,847 | | | 10 | 13,834 | 23 | 19,681 |
| North Carolina: | | | | | | | | | | |
| Elizabeth City, N. C. | | | 2 | 279 | | | | | 2 | 279 |
| Washington, N. C. | | | 1 | 96 | | | | | 1 | 96 |
| New Bern, N. C. | | | 1 | 3,320 | | | | | 1 | 3,320 |
| Beaufort, N. C. | | | | | 1 | 98 | | | 1 | 98 |
| Wilmington, N. C. | | | 17 | 53,183 | | | 2 | 952 | 19 | 54,135 |
| South Carolina: Charleston, | | | | | | | | | | |
| S. C. | 1 | 2,111 | 13 | 22,039 | 1 | 67 | 1 | 2,279 | 16 | 26,496 |
| Georgia: | | | | | | | | | | |
| Savannah, Ga. | 1 | 827 | 41 | 110,401 | 2 | 850 | 1 | 631 | 45 | 112,709 |
| Brunswick, Ga. | | | 5 | 7,940 | | | | | 5 | 7,940 |
| Florida: | | | | | | | | | | |
| Fernandina, Fla. | | | 1 | 3,545 | | | | | 1 | 3,545 |
| Jacksonville, Fla. | 1 | 1,611 | 27 | 82,852 | 1 | 27 | | | 29 | 84,490 |
| Miami, Fla. | | | 1 | 97 | | | | | 1 | 97 |
| Key West, Fla. | | | 8 | 16,312 | 1 | 86 | 2 | 1,180 | 11 | 17,578 |
| Tampa, Fla. | 2 | 1,163 | 18 | 55,232 | 1 | 239 | 2 | 2,372 | 23 | 59,006 |
| Pensacola, Fla. | 1 | 957 | 17 | 62,413 | | | | | 18 | 63,370 |
| Mobile: | | | | | | | | | | |
| Mobile, Ala. | 3 | 4,913 | 35 | 113,179 | 2 | 231 | 1 | 707 | 41 | 119,030 |
| Gulfport, Miss. | | | 1 | 5,795 | | | | | 1 | 5,795 |
| New Orleans: | | | | | | | | | | |
| New Orleans, La. ¹ | 3 | 3,598 | 151 | 533,204 | 4 | 1,345 | 1 | 1,176 | 159 | 539,323 |
| Morgan City, La. | | | 1 | 42 | | | | | 1 | 42 |
| Sabine: Port Arthur, Tex. | 14 | 21,776 | 61 | 250,724 | 6 | 3,617 | 23 | 8,742 | 104 | 284,859 |
| Galveston: | | | | | | | | | | |
| Galveston, Tex. | 1 | 1,751 | 41 | 133,391 | | | 9 | 6,660 | 51 | 141,802 |
| Houston, Tex. | | | 5 | 8,553 | 1 | 11 | 1 | 1,296 | 7 | 9,860 |
| San Antonio: Aransas Pass, | | | | | | | | | | |
| Tex. | 1 | 1,433 | | | | | | | 1 | 1,433 |
| Porto Rico: San Juan, P. R. | 1 | 835 | 12 | 21,670 | 1 | 490 | | | 14 | 22,995 |
| Total | 34 | 118,640 | 2,843 | 9,484,052 | 88 | 72,945 | 253 | 124,257 | 3,268 | 9,799,894 |

¹ Seagoing vessels; for vessels in river trade see p. 140.

NO. 6.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL VESSELS OF THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Barges. | | Total. | |
|---|------------------|---------|----------------|------------|--------------|---------|---------|---------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| PACIFIC COAST. | | | | | | | | | | |
| San Diego: San Diego, Calif. | | | 1 | 6,486 | | | | | 1 | 6,486 |
| Los Angeles: Los Angeles, Calif. | | | 48 | 250,960 | 2 | 381 | 2 | 2,046 | 52 | 253,387 |
| San Francisco: San Francisco, Calif. | 38 | 90,691 | 217 | 1,100,388 | 15 | 10,302 | 3 | 2,384 | 273 | 1,203,765 |
| Oregon: | | | | | | | | | | |
| Astoria, Oreg. | 2 | 3,607 | 1 | 4,127 | | | | | 3 | 7,734 |
| Portland, Oreg. | 1 | 735 | 42 | 232,107 | 1 | 7,899 | | | 44 | 240,741 |
| Washington: Seattle, Wash. | 5 | 10,381 | 156 | 715,297 | 4 | 4,748 | 5 | 3,802 | 170 | 734,228 |
| Alaska: Juneau, Alaska. | | | 6 | 1,173 | | | 1 | 383 | 7 | 1,556 |
| Hawaii: Honolulu, Hawaii. | 1 | 1,085 | 9 | 12,670 | 1 | 443 | | | 11 | 14,198 |
| Total | 47 | 106,499 | 480 | 2,323,208 | 23 | 23,773 | 11 | 8,615 | 561 | 2,462,095 |
| NORTHERN LAKES. | | | | | | | | | | |
| Vermont: Burlington, Vt. | | | 3 | 2,829 | | | | | 3 | 2,829 |
| St. Lawrence: | | | | | | | | | | |
| Ogdensburg, N. Y. | | | 3 | 5,838 | | | 2 | 1,128 | 5 | 6,966 |
| Cape Vincent, N. Y. | | | 1 | 59 | | | | | 1 | 59 |
| Rochester: Oswego, N. Y. | | | 20 | 104,815 | | | | | 20 | 104,815 |
| Buffalo: Buffalo, N. Y. | | | 90 | 193,259 | 8 | 87 | 31 | 10,123 | 129 | 203,469 |
| Ohio: | | | | | | | | | | |
| Erie, Pa. | | | 8 | 3,417 | | | | | 8 | 3,417 |
| Cleveland, Ohio. | 3 | 10,377 | 250 | 1,085,130 | 1 | 13 | 4 | 6,540 | 258 | 1,102,060 |
| Sandusky, Ohio. | | | 11 | 3,613 | | | 2 | 859 | 13 | 4,472 |
| Toledo, Ohio. | | | 5 | 10,362 | | | | | 5 | 10,362 |
| Michigan: | | | | | | | | | | |
| Detroit, Mich. | 1 | 1,014 | 69 | 133,953 | 2 | 99 | 23 | 6,056 | 95 | 141,122 |
| Port Huron, Mich. | | | 8 | 15,281 | | | | | 8 | 15,281 |
| Marquette, Mich. | | | 3 | 516 | | | | | 3 | 516 |
| Grand Haven, Mich. | | | 20 | 31,318 | 3 | 130 | | | 23 | 31,448 |
| Chicago: Chicago, Ill. ² | 1 | 3,200 | 54 | 72,608 | 2 | 115 | | | 57 | 75,923 |
| Wisconsin: Milwaukee, Wis. ² | 1 | 746 | 13 | 11,759 | 1 | 12 | 1 | 2,065 | 16 | 14,582 |
| Duluth and Superior: Duluth, Minn. ² | 20 | 73,015 | 180 | 680,098 | | | 29 | 20,741 | 229 | 773,854 |
| Total | 26 | 88,352 | 738 | 2,354,855 | 17 | 456 | 92 | 47,512 | 873 | 2,491,175 |
| WESTERN RIVERS. | | | | | | | | | | |
| New Orleans: | | | | | | | | | | |
| New Orleans, La. ³ | | | 50 | 17,871 | 8 | 3,153 | 5 | 5,626 | 63 | 26,650 |
| Vicksburg, Miss. | | | 3 | 2,489 | 3 | 56 | | | 6 | 2,545 |
| Tennessee: | | | | | | | | | | |
| Memphis, Tenn. | | | 9 | 1,657 | 8 | 94 | | | 17 | 1,751 |
| Nashville, Tenn. | | | | | 3 | 49 | | | 3 | 49 |
| Chattanooga, Tenn. | | | | | | | 6 | 60 | 6 | 60 |
| Kentucky: | | | | | | | | | | |
| Paducah, Ky. | | | | | 1 | 10 | | | 1 | 10 |
| Louisville, Ky. | | | 3 | 1,328 | 4 | 117 | | | 7 | 1,445 |
| St. Louis: St. Louis, Mo. | | | 23 | 11,243 | 20 | 338 | 3 | 27 | 46 | 11,608 |
| Dakota: Pembina, N. Dak. | | | | | 1 | 35 | | | 1 | 35 |
| Montana and Idaho: Great Falls, Mont. | | | | | 3 | 33 | | | 3 | 33 |
| Iowa: | | | | | | | | | | |
| Des Moines, Iowa | | | 1 | 58 | 1 | 12 | | | 2 | 70 |
| Dubuque, Iowa | | | | | 1 | 42 | | | 1 | 42 |
| Minnesota: St. Paul, Minn. | | | 1 | 62 | | | | | 1 | 62 |
| Duluth and Superior: Duluth, Minn. ⁴ | | | 1 | 21 | | | | | 1 | 21 |
| Wisconsin: Milwaukee, Wis. ⁴ | | | | | 2 | 83 | | | 2 | 83 |
| Chicago: Chicago, Ill. ⁴ | | | 3 | 176 | 2 | 18 | | | 5 | 194 |
| Indiana: Evansville, Ind. | | | 2 | 339 | 2 | 100 | | | 4 | 439 |
| Ohio: Cincinnati, Ohio. | | | 3 | 855 | | | | | 3 | 855 |
| Pittsburgh: Pittsburgh, Pa. | | | 17 | 5,813 | 1 | 24 | 1 | 320 | 19 | 6,157 |
| Total | | | 116 | 41,912 | 60 | 4,164 | 15 | 6,033 | 191 | 52,109 |
| SUMMARY. | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 84 | 118,640 | 2,843 | 9,484,052 | 88 | 72,945 | 253 | 124,257 | 3,268 | 9,799,894 |
| Pacific coast..... | 47 | 106,499 | 480 | 2,323,208 | 23 | 23,773 | 11 | 8,615 | 561 | 2,462,095 |
| Northern lakes..... | 26 | 88,352 | 738 | 2,354,855 | 17 | 456 | 92 | 47,512 | 873 | 2,491,175 |
| Western rivers..... | | | 116 | 41,912 | 60 | 4,164 | 15 | 6,033 | 191 | 52,109 |
| Grand total..... | 157 | 313,491 | 4,177 | 14,204,027 | 188 | 101,338 | 371 | 186,417 | 4,893 | 14,805,273 |

² Lake vessels; for vessels in river trade see below.³ Vessels in river trade only; for seagoing vessels see p. 139.⁴ Vessels in river trade only; for lake vessels see above.

NO. 7.—NUMBER AND GROSS TONNAGE OF EACH CLASS OF DOCUMENTED WOODEN AND METAL VESSELS OF THE UNITED STATES, JUNE 30, 1922.

| Class and material. | Registered. | | Enrolled. | | Licensed. | | Total. | |
|---------------------|-------------|------------|-----------|-----------|-----------|---------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Wooden vessels: | | | | | | | | |
| Sailing..... | 362 | 217,640 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| Steam..... | 403 | 610,347 | 3,110 | 781,045 | 487 | 11,307 | 4,000 | 1,402,699 |
| Gas..... | 1,436 | 76,348 | 2,102 | 105,557 | 7,057 | 92,131 | 10,595 | 274,036 |
| Canal..... | ..... | ..... | 412 | 47,616 | ..... | ..... | 412 | 47,616 |
| Barge..... | 1,259 | 148,757 | 2,758 | 807,329 | 282 | 3,134 | 4,299 | 959,220 |
| Total..... | 3,460 | 1,053,092 | 9,798 | 2,481,379 | 9,207 | 123,223 | 22,465 | 3,657,694 |
| Metal vessels: | | | | | | | | |
| Sailing..... | 39 | 73,246 | 118 | 240,245 | ..... | ..... | 157 | 313,491 |
| Steam..... | 1,976 | 9,536,425 | 2,170 | 4,666,425 | 31 | 1,177 | 4,177 | 14,204,027 |
| Gas..... | 26 | 44,883 | 115 | 55,870 | 47 | 585 | 188 | 101,338 |
| Barge..... | 27 | 16,944 | 335 | 169,386 | 9 | 87 | 371 | 186,417 |
| Total..... | 2,068 | 9,671,498 | 2,738 | 5,131,926 | 87 | 1,849 | 4,893 | 14,805,273 |
| Grand total..... | 5,528 | 10,724,590 | 12,536 | 7,613,305 | 9,294 | 125,072 | 27,358 | 18,462,967 |

| | | | | | | | | | | | | | | | | | |
|------|-------|--------|-------|---------|-------|--------|-------|---------|------|-------|--------|-------|---------|-------|--------|-------|---------|
| 1922 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1922 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1921 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1921 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1920 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1920 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1919 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1919 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1918 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1918 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1917 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1917 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1916 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1916 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1915 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1915 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1914 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1914 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1913 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1913 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1912 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1912 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1911 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1911 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1910 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1910 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1909 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1909 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1908 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1908 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1907 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1907 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1906 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1906 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1905 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1905 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1904 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1904 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1903 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1903 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1902 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1902 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1901 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1901 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1900 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1900 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1899 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1899 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1898 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1898 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1897 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1897 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1896 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1896 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1895 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1895 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1894 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1894 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1893 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1893 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1892 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1892 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1891 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1891 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1890 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1890 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1889 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1889 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1888 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1888 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1887 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1887 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1886 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1886 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1885 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1885 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1884 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1884 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1883 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1883 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1882 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1882 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1881 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1881 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1880 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1880 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1879 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1879 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1878 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1878 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1877 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1877 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1876 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1876 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1875 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1875 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1874 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1874 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1873 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1873 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1872 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1872 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1871 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1871 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1870 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1870 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1869 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1869 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1868 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1868 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1867 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1867 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1866 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1866 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1865 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1865 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1864 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1864 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1863 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1863 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1862 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1862 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1861 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1861 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1860 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1860 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 |
| 1859 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | 16,651 | 3,159 | 974,123 | 1859 | 1,381 | 16,651 | 1,416 | 739,832 | 1,381 | | | |

NO. 8.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE OF DOCUMENTED VESSELS, JUNE 30, 1922.

| | Registered. | | Enrolled. | | Licensed. | | Total. | |
|--|-------------|-----------|-----------|-----------|-----------|--------|--------|-----------|
| DEBIT. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Built..... | 87 | 383,167 | 347 | 273,064 | 411 | 5,001 | 845 | 661,232 |
| Foreign built, act Aug. 18, 1914..... | 17 | 64,572 | 1 | 59 | | | 18 | 64,631 |
| Virgin Islands vessel, act Mar. 3, 1917..... | 1 | 25 | | | | | 1 | 25 |
| Foreign wrecks, act Feb. 24, 1915..... | 1 | 16 | | | | | 1 | 16 |
| Revised Statutes No. 4131..... | | | 4 | 2,519 | | | 4 | 2,519 |
| Revised Statutes No. 4132..... | | | | | 1 | 14 | 1 | 14 |
| Renationalized, act Mar. 3, 1897..... | 8 | 10,508 | 19 | 19,844 | 1 | 25 | 28 | 30,377 |
| Purchased from United States..... | 1 | 91 | 38 | 18,338 | 15 | 196 | 54 | 18,625 |
| Redocumented..... | 2 | 918 | 34 | 8,881 | 32 | 426 | 68 | 10,225 |
| Rebuilt..... | 129 | 602,714 | 143 | 242,145 | 134 | 2,152 | 406 | 847,011 |
| From yachting..... | 2 | 103 | 19 | 746 | 34 | 493 | 55 | 1,342 |
| Foreign built, sec. 22, merchant marine act, 1920..... | 25 | 112,543 | 11 | 39,710 | | | 36 | 152,253 |
| Trade changed..... | 1,116 | 3,236,553 | 1,167 | 3,578,792 | 134 | 2,259 | 2,417 | 6,817,604 |
| Total..... | 1,389 | 4,411,210 | 1,783 | 4,184,098 | 762 | 10,566 | 3,934 | 8,605,874 |
| CREDIT. | | | | | | | | |
| Lost..... | 81 | 61,291 | 131 | 67,618 | 93 | 1,317 | 305 | 130,226 |
| Abandoned..... | 65 | 34,786 | 331 | 59,250 | 508 | 5,631 | 904 | 99,667 |
| Sold to aliens..... | 204 | 160,588 | 29 | 9,905 | 13 | 281 | 246 | 170,774 |
| Seized for violation of law by foreign Government..... | 1 | 2,553 | 1 | 39 | | | 2 | 2,592 |
| Sold to United States..... | 24 | 148,092 | 18 | 7,434 | 5 | 115 | 47 | 155,641 |
| Exempt, act Apr. 18, 1874..... | 1 | 423 | 102 | 28,629 | | | 103 | 29,052 |
| Net under 5 tons..... | 1 | 7 | 2 | 23 | 43 | 393 | 46 | 423 |
| Rebuilt..... | 133 | 650,402 | 136 | 231,799 | 137 | 2,756 | 406 | 884,957 |
| To yachting..... | 3 | 36 | 12 | 493 | 61 | 737 | 76 | 1,266 |
| To inland waters..... | | | 2 | 342 | 1 | 12 | 3 | 354 |
| Transferred to merchant marine act, 1920..... | 32 | 129,328 | 1 | 3,159 | | | 33 | 132,487 |
| Trade changed..... | 1,292 | 3,580,804 | 1,001 | 3,234,388 | 124 | 2,412 | 2,417 | 6,817,604 |
| | -448 | -357,100 | +17 | +541,019 | -223 | -3,088 | -654 | +180,831 |
| Total..... | 1,389 | 4,411,210 | 1,783 | 4,184,098 | 762 | 10,566 | 3,934 | 8,605,874 |

This balance sheet shows that the tonnage of the United States has increased 180,831 during the year ended June 30, 1922. The increase (+) and decrease (−) are distributed among the several kinds of documents, as follows:

| Documents. | Number. | Tons. |
|-------------------|---------|----------|
| Registers..... | −448 | −357,100 |
| Enrollments..... | +17 | +541,019 |
| Licenses..... | −223 | −3,088 |
| Net increase..... | −654 | +180,831 |

NO. 9.—BALANCE SHEET OF TONNAGE ACCOUNTS, SHOWING THE INCREASE AND DECREASE IN EACH CLASS OF VESSELS, JUNE 30, 1922.

| | Sail. | | Steam. | | Gas. | | Canal. | | Barge. | | Total. | |
|--|-------|---------|--------|-----------|-------|---------|--------|--------|--------|---------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| DEBIT. | | | | | | | | | | | | |
| Built..... | 45 | 25,459 | 131 | 567,917 | 517 | 29,220 | 13 | 1,045 | 139 | 37,591 | 845 | 661,232 |
| Foreign built, act Aug. 18, 1914..... | 14 | 26,114 | 4 | 38,517 | | | | | | | 18 | 64,631 |
| Virgin Islands vessel, act Mar. 3, 1917..... | 1 | 25 | | | | | | | | | 1 | 25 |
| Foreign wrecks, act Feb. 24, 1915..... | 1 | 16 | | | | | | | | | 1 | 16 |
| Revised Statutes No. 4131..... | | | 4 | 2,519 | | | | | | | 4 | 2,519 |
| Revised Statutes No. 4132..... | | | | | 1 | 14 | | | | | | 14 |
| Renationalized, act Mar. 3, 1897..... | 7 | 4,487 | 13 | 25,154 | 5 | 178 | | | | | 28 | 30,377 |
| Purchased from United States..... | | | 36 | 17,661 | 17 | 896 | | | 3 | 558 | 54 | 18,625 |
| Redocumented..... | 12 | 4,793 | 8 | 1,044 | 33 | 712 | | | 1 | 68 | 68 | 10,225 |
| Rebuilt..... | 24 | 15,380 | 189 | 809,779 | 177 | 17,254 | 2 | 203 | 13 | 3,473 | 406 | 847,011 |
| From yachting..... | | | 4 | 232 | 51 | 1,110 | | | 16 | 4,598 | 55 | 1,342 |
| Foreign built, sec. 22, marchant marine act, 1920..... | 6 | 9,077 | 30 | 143,176 | | | | | | | 36 | 152,253 |
| Trade changed..... | 606 | 597,514 | 1,335 | 6,101,017 | 434 | 104,834 | | | 42 | 14,239 | 2,417 | 6,817,604 |
| Total..... | 716 | 682,865 | 1,754 | 7,707,016 | 1,235 | 154,218 | 15 | 1,248 | 214 | 60,527 | 3,934 | 8,605,874 |
| CREDIT. | | | | | | | | | | | | |
| Lost..... | 102 | 59,331 | 69 | 55,020 | 107 | 7,078 | 2 | 221 | 25 | 8,576 | 305 | 130,226 |
| Abandoned..... | 226 | 7,971 | 161 | 59,789 | 361 | 6,164 | 35 | 3,850 | 121 | 21,893 | 904 | 99,667 |
| Sold to aliens..... | 30 | 7,148 | 61 | 126,046 | 83 | 11,157 | | | 72 | 26,423 | 246 | 170,774 |
| Seized for violation of law by foreign Government..... | | | 1 | 2,553 | 1 | 39 | | | | | 2 | 2,592 |
| Sold to United States..... | 2 | 398 | 41 | 155,134 | 4 | 109 | | | | | 47 | 155,641 |
| Exempt, act Apr. 18, 1874..... | | | | | | | 6 | 778 | 97 | 28,274 | 103 | 29,052 |
| Net under 5 tons..... | | 65 | 1 | 13 | 37 | 345 | | | | | 46 | 423 |
| Rebuilt..... | 85 | 7,913 | 200 | 848,064 | 110 | 22,347 | | | 11 | 6,633 | 406 | 884,957 |
| To yachting..... | 8 | 120 | 2 | 151 | 64 | 974 | | | 2 | 21 | 76 | 1,266 |
| To inland waters..... | | | | | 1 | 12 | 2 | 342 | | | 3 | 354 |
| Transferred to merchant marine act, 1920..... | 6 | 9,054 | 27 | 123,403 | | | | | | | 33 | 132,487 |
| Trade changed..... | 606 | 597,514 | 1,335 | 6,101,017 | 434 | 104,834 | | | 42 | 14,239 | 2,417 | 6,817,604 |
| | -357 | -6,679 | -144 | +235,826 | +33 | +1,159 | -30 | -3,943 | -156 | -45,532 | -654 | +180,831 |
| Total..... | 716 | 682,865 | 1,754 | 7,707,016 | 1,235 | 154,218 | 15 | 1,248 | 214 | 60,527 | 3,934 | 8,605,874 |

This balance sheet shows a decrease (—) of 357 vessels and 6,679 tons in sailing, 144 vessels in steam, 30 vessels and 3,943 tons in canal, and 156 vessels and 45,532 tons in barge classification, an increase (+) of 235,826 tons in steam, and 33 vessels and 1,159 tons in gas classification, or a total decrease of 654 vessels and total increase of 180,831 tons.

No. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING

| Year ended— | Registered vessels. | | | | | | Enrolled vessels. | | | | | |
|-----------------------------|-----------------------|----------|---------|-------|-------------|----------|-----------------------|-------------|--------|----------|-------------|----------|
| | Sailing. ¹ | | Steam. | | Total. | | Sailing. ² | | Steam. | | Total. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Dec. 31, 1789. | | 123, 893 | | | | 123, 893 | | 77, 669 | | | | 77, 669 |
| 1790. | | 346, 254 | | | | 346, 254 | | 132, 123 | | | | 132, 123 |
| 1791. | | 363, 110 | | | | 363, 110 | | 139, 036 | | | | 139, 036 |
| 1792. | | 411, 438 | | | | 411, 438 | | 153, 019 | | | | 153, 019 |
| 1793. | | 367, 734 | | | | 367, 734 | | 143, 827 | | | | 143, 827 |
| 1794. | | 438, 863 | | | | 438, 863 | | 167, 228 | | | | 167, 228 |
| 1795. | | 529, 471 | | | | 529, 471 | | 192, 846 | | | | 192, 846 |
| 1796. | | 576, 733 | | | | 576, 733 | | 226, 297 | | | | 226, 297 |
| 1797. | | 597, 777 | | | | 597, 777 | | 248, 587 | | | | 248, 587 |
| 1798. | | 603, 376 | | | | 603, 376 | | 233, 584 | | | | 233, 584 |
| 1799. | | 662, 197 | | | | 662, 197 | | 245, 429 | | | | 245, 429 |
| 1800. | | 669, 921 | | | | 669, 921 | | 268, 254 | | | | 268, 254 |
| 1801. | | 632, 907 | | | | 632, 907 | | 278, 271 | | | | 278, 271 |
| 1802. | | 560, 381 | | | | 560, 381 | | 294, 111 | | | | 294, 111 |
| 1803. | | 597, 157 | | | | 597, 157 | | 313, 235 | | | | 313, 235 |
| 1804. | | 672, 530 | | | | 672, 530 | | 330, 251 | | | | 330, 251 |
| 1805. | | 749, 341 | | | | 749, 341 | | 350, 743 | | | | 350, 743 |
| 1806. | | 808, 285 | | | | 808, 285 | | 361, 059 | | | | 361, 059 |
| 1807. | | 848, 307 | | | | 848, 307 | | 379, 787 | | | | 379, 787 |
| 1808. | | 769, 054 | | | | 769, 054 | | 432, 006 | | | | 432, 006 |
| 1809. | | 910, 059 | | | | 910, 059 | | 398, 184 | | | | 398, 184 |
| 1810. | | 984, 269 | | | | 984, 269 | | 397, 704 | | | | 397, 704 |
| 1811. | | 768, 852 | | | | 768, 852 | | 420, 674 | | | | 420, 674 |
| 1812. | | 760, 624 | | | | 760, 624 | | 465, 945 | | | | 465, 945 |
| 1813. | | 674, 853 | | | | 674, 853 | | 445, 449 | | | | 445, 449 |
| 1814. | | 674, 633 | | | | 674, 633 | | 435, 139 | | | | 435, 139 |
| 1815. | | 854, 295 | | | | 854, 295 | | 432, 807 | | | | 432, 807 |
| 1816. | | 800, 760 | | | | 800, 760 | | 519, 026 | | | | 519, 026 |
| 1817. | | 809, 725 | | | | 809, 725 | | 535, 798 | | | | 535, 798 |
| 1818. | | 606, 089 | | | | 606, 089 | | 562, 307 | | | | 562, 307 |
| 1819. | | 612, 930 | | | | 612, 930 | | 589, 288 | | | | 589, 288 |
| 1820. | | 619, 048 | | | | 619, 048 | | 600, 977 | | | | 600, 977 |
| 1821. | | 619, 896 | | | | 619, 896 | | 612, 712 | | | | 612, 712 |
| 1822. | | 628, 150 | | | | 628, 150 | | 634, 619 | | | | 634, 619 |
| 1823. | | 639, 921 | | | | 639, 921 | | 609, 156 | | 24, 879 | | 634, 035 |
| 1824. | | 669, 973 | | | | 669, 973 | | 636, 032 | | 21, 610 | | 657, 642 |
| 1825. | | 700, 788 | | | | 700, 788 | | 634, 838 | | 23, 061 | | 657, 899 |
| 1826. | | 737, 978 | | | | 737, 978 | | 696, 123 | | 34, 059 | | 730, 182 |
| 1827. | | 747, 170 | | | | 747, 170 | | 766, 788 | | 40, 198 | | 806, 986 |
| 1828. | | 812, 619 | | | | 812, 619 | | 822, 753 | | 39, 418 | | 862, 171 |
| 1829. | | 650, 143 | | | | 650, 143 | | 534, 320 | | 54, 037 | | 588, 357 |
| 1830. | | 575, 056 | 1, 419 | | | 576, 475 | | 528, 394 | | 63, 053 | | 591, 447 |
| 1831. | | 619, 575 | 877 | | | 620, 452 | | 551, 449 | | 68, 568 | | 620, 017 |
| 1832. | | 686, 809 | 181 | | | 686, 990 | | 633, 056 | | 90, 633 | | 723, 689 |
| 1833. | | 749, 482 | 545 | | | 750, 027 | | 723, 890 | | 101, 306 | | 825, 196 |
| 1834. | | 857, 098 | 340 | | | 857, 438 | | 746, 098 | | 122, 474 | | 869, 382 |
| Sept. 30, 1835 ⁶ | | 885, 482 | 340 | | | 885, 822 | | 784, 138 | | 122, 474 | | 906, 612 |
| 1836. | | 897, 321 | 454 | | | 897, 775 | | 807, 425 | | 145, 102 | | 952, 527 |
| 1837. | | 809, 343 | 1, 104 | | | 810, 447 | | 897, 350 | | 153, 661 | 1, 051, 011 | |
| 1838. | | 819, 801 | 2, 791 | | | 822, 592 | | 943, 367 | | 190, 632 | 1, 133, 999 | |
| 1839. | | 829, 096 | 5, 149 | | | 834, 245 | | 1, 032, 023 | | 189, 879 | 1, 221, 902 | |
| 1840. | | 895, 610 | 4, 155 | | | 899, 765 | | 1, 042, 676 | | 198, 184 | 1, 240, 860 | |
| 1841. | | 945, 057 | 746 | | | 945, 803 | | 973, 571 | | 174, 342 | 1, 147, 913 | |
| 1842. | | 970, 658 | 4, 701 | | | 975, 359 | | 859, 619 | | 225, 050 | 1, 084, 669 | |
| June 30, 1843. | 1, 003, 932 | | 5, 373 | | 1, 009, 305 | | 883, 534 | | | 231, 494 | 1, 115, 028 | |
| 1844. | 1, 061, 855 | | 6, 910 | | 1, 068, 765 | | 908, 268 | | | 265, 270 | 1, 173, 538 | |
| 1845. | 1, 088, 680 | | 6, 492 | | 1, 095, 172 | | 962, 817 | | | 319, 527 | 1, 282, 344 | |
| 1846. | 1, 124, 000 | | 6, 287 | | 1, 130, 287 | | 1, 057, 684 | | | 341, 606 | 1, 399, 290 | |
| 1847. | 1, 235, 682 | | 5, 631 | | 1, 241, 313 | | 1, 155, 042 | | | 399, 210 | 1, 554, 252 | |
| 1848. | 1, 344, 819 | | 16, 068 | | 1, 360, 887 | | 1, 335, 809 | | | 411, 823 | 1, 747, 632 | |
| 1849. | 1, 418, 072 | | 20, 870 | | 1, 438, 942 | | 1, 406, 710 | | | 441, 525 | 1, 848, 235 | |

¹ Including barges.² Including canal boats and barges.³ Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any account kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."⁴ The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely, to clerical corrections. (American State Papers, Commerce and Navigation, 1801-2, vol. 1, pp. 494-499, 528-546.)

THE TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1922.

| Licensed vessels under 20 tons. | | | | | | Total merchant marine. | | | | | | Annual increase or decrease (—). | Year. |
|---------------------------------|-------|--------|-------|--------|-------|------------------------|---------|---------|-------|-----------|---------|----------------------------------|-------------------|
| Sailing. ¹ | | Steam. | | Total. | | Sailing. ² | | Steam. | | Total. | | | |
| No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | Per ct. | |
| | | | | | | | 201,562 | | | | 201,562 | | 1789 |
| | | | | | | | 478,377 | | | | 478,377 | 137.33 | ³ 1790 |
| | | | | | | | 502,146 | | | | 502,146 | 4.96 | ³ 1791 |
| | | | | | | | 564,457 | | | | 564,457 | 12.40 | ³ 1792 |
| 9,203 | | | | 9,203 | | | 520,764 | | | | 520,764 | — 7.74 | 1793 |
| 22,527 | | | | 22,527 | | | 628,618 | | | | 628,618 | 20.71 | 1794 |
| 25,648 | | | | 25,648 | | | 747,965 | | | | 747,965 | 19 | 1795 |
| 28,870 | | | | 28,870 | | | 831,900 | | | | 831,900 | 11.22 | 1796 |
| 30,548 | | | | 30,548 | | | 876,912 | | | | 876,912 | 5.41 | 1797 |
| 31,368 | | | | 31,368 | | | 898,328 | | | | 898,328 | 2.44 | 1798 |
| 31,782 | | | | 31,782 | | | 939,408 | | | | 939,408 | 4.57 | 1799 |
| | | | | | | | | | | | | | |
| 34,317 | | | | 34,317 | | | 972,492 | | | | 972,492 | 3.52 | 1800 |
| 36,398 | | | | 36,398 | | | 947,576 | | | | 947,576 | — 2.56 | 1801 |
| 37,614 | | | | 37,614 | | | 892,106 | | | | 892,106 | — 5.85 | 1802 |
| 38,780 | | | | 38,780 | | | 949,172 | | | | 949,172 | 6.39 | 1803 |
| 39,623 | | | | 39,623 | | 1,042,404 | | | | 1,042,404 | | 1 | 1804 |
| 40,283 | | | | 40,283 | | 1,140,367 | | | | 1,140,367 | | 9.40 | 1805 |
| 39,393 | | | | 39,393 | | 1,208,737 | | | | 1,208,737 | | 5.99 | 1806 |
| 40,454 | | | | 40,454 | | 1,268,548 | | | | 1,268,548 | | 4.95 | 1807 |
| 41,535 | | | | 41,535 | | 1,242,595 | | | | 1,242,595 | | — 2.04 | 1808 |
| 42,039 | | | | 42,039 | | 1,350,282 | | | | 1,350,282 | | 8.66 | 1809 |
| | | | | | | | | | | | | | |
| 42,810 | | | | 42,810 | | 1,424,783 | | | | 1,424,783 | | 5.51 | 1810 |
| 42,976 | | | | 42,976 | | 1,232,502 | | | | 1,232,502 | | — 13.49 | 1811 |
| 43,428 | | | | 43,428 | | 1,269,997 | | | | 1,269,997 | | 2.95 | 1812 |
| 46,326 | | | | 46,326 | | 1,166,628 | | | | 1,166,628 | | — 8.14 | 1813 |
| 49,437 | | | | 49,437 | | 1,159,209 | | | | 1,159,209 | | — .63 | 1814 |
| 51,026 | | | | 51,026 | | 1,368,128 | | | | 1,368,128 | | 18.02 | 1815 |
| 52,433 | | | | 52,433 | | 1,372,219 | | | | 1,372,219 | | .29 | 1816 |
| 54,389 | | | | 54,389 | | 1,399,912 | | | | 1,399,912 | | 2.02 | 1817 |
| 56,789 | | | | 56,789 | | 1,225,185 | | | | 1,225,185 | | — 12.48 | 1818 |
| 58,534 | | | | 58,534 | | 1,260,752 | | | | 1,260,752 | | 2.90 | 1819 |
| | | | | | | | | | | | | | |
| 60,142 | | | | 60,142 | | 1,280,167 | | | | 1,280,167 | | 1.54 | 1820 |
| 66,350 | | | | 66,350 | | 1,298,958 | | | | 1,298,958 | | 1.47 | 1821 |
| 61,930 | | | | 61,930 | | 1,324,699 | | | | 1,324,699 | | 1.98 | 1822 |
| 62,610 | | | | 62,610 | | 1,311,687 | | | | 1,336,566 | | .89 | 1823 |
| 61,548 | | | | 61,548 | | 1,367,553 | | 24,879 | | 1,389,163 | | 3.94 | 1824 |
| 64,424 | | | | 64,424 | | 1,400,050 | | 23,061 | | 1,423,111 | | 2.44 | 1825 |
| 66,031 | | | | 66,031 | | 1,500,132 | | 34,059 | | 1,534,191 | | 7.80 | 1826 |
| 66,451 | | | | 66,451 | | 1,580,409 | | 40,198 | | 1,620,607 | | 5.63 | 1827 |
| 66,602 | | | | 66,602 | | 1,701,974 | | 39,418 | | 1,741,392 | | 7.45 | 1828 |
| 22,298 | | | | 22,298 | | 1,206,761 | | 54,037 | | 1,260,798 | | — 27.60 | 1829 |
| | | | | | | | | | | | | | |
| 23,854 | | | | 23,854 | | 1,127,304 | | 64,472 | | 1,191,776 | | — 5.47 | 1830 |
| 27,377 | | | | 27,377 | | 1,198,401 | | 69,445 | | 1,267,846 | | 6.38 | 1831 |
| 28,771 | | | | 28,771 | | 1,348,636 | | 90,814 | | 1,439,450 | | 13.53 | 1832 |
| 30,928 | | | | 30,928 | | 1,504,300 | | 101,851 | | 1,606,151 | | 11.59 | 1833 |
| 32,087 | | | | 32,087 | | 1,636,093 | | 122,814 | | 1,758,907 | | 9.15 | 1834 |
| 32,507 | | | | 32,507 | | 1,702,127 | | 122,814 | | 1,824,941 | | 3.75 | 1835 |
| 31,800 | | | | 31,800 | | 1,736,546 | | 145,556 | | 1,882,102 | | 3.13 | 1836 |
| 35,228 | | | | 35,228 | | 1,741,921 | | 154,765 | | 1,896,686 | | .77 | 1837 |
| 39,049 | | | | 39,049 | | 1,802,217 | | 193,423 | | 1,995,640 | | 5.22 | 1838 |
| 40,332 | | | | 40,332 | | 1,901,451 | | 195,028 | | 2,096,479 | | 5.05 | 1839 |
| | | | | | | | | | | | | | |
| 40,139 | | | | 40,139 | | 1,978,425 | | 202,339 | | 2,180,764 | | 4.02 | 1840 |
| 37,028 | | | | 37,028 | | 1,955,656 | | 175,088 | | 2,130,744 | | — 2.30 | 1841 |
| 32,363 | | | | 32,363 | | 1,862,643 | | 229,751 | | 2,092,391 | | — 1.80 | 1842 |
| 34,270 | | | | 34,270 | | 1,921,736 | | 236,867 | | 2,158,603 | | 3.16 | 1843 |
| 37,793 | | | | 37,793 | | 2,007,916 | | 272,180 | | 2,280,096 | | 5.63 | 1844 |
| 39,486 | | | | 39,486 | | 2,090,983 | | 326,019 | | 2,417,002 | | 6 | 1845 |
| 32,508 | | | | 32,508 | | 2,214,192 | | 347,893 | | 2,562,085 | | 6 | 1846 |
| 43,481 | | | | 43,481 | | 2,434,205 | | 404,841 | | 2,839,046 | | 10.81 | 1847 |
| 45,523 | | | | 45,523 | | 2,726,151 | | 427,891 | | 3,154,042 | | 11.09 | 1848 |
| 46,839 | | | | 46,832 | | 2,871,621 | | 462,395 | | 3,234,016 | | 5.71 | 1849 |

¹ The decrease of tonnage in the years 1818, 1829, and 1830 arises principally from the registered tonnage having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc. Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648) and Pitkin (Commerce of the United States, edition 1835, p. 351).

² Nine months.

NO. 10.—DOCUMENTED SAILING AND STEAM TONNAGE CONSTITUTING THE

| Year ended— | Registered vessels. | | | | | | Enrolled vessels. | | | | | |
|----------------|---------------------|-------|---------------------|-------|--------|-------|-------------------|--------|---------------------|-------|--------|-------|
| | Sailing. | | Steam. ⁷ | | Total. | | Sailing. | | Steam. ⁷ | | Total. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| June 30, 1850. | 1,540 | 769 | 44 | 942 | 1,585 | 711 | 1,418 | 550 | 481 | 005 | 1,899 | 555 |
| 1851. | 1,663 | 917 | 62 | 390 | 1,726 | 307 | 1,471 | 116 | 521 | 217 | 1,992 | 333 |
| 1852. | 1,819 | 744 | 79 | 704 | 1,899 | 448 | 1,619 | 691 | 563 | 536 | 2,183 | 227 |
| 1853. | 2,013 | 154 | 90 | 520 | 2,103 | 674 | 1,728 | 524 | 514 | 098 | 2,242 | 622 |
| 1854. | 2,238 | 783 | 95 | 036 | 2,333 | 819 | 1,829 | 564 | 581 | 571 | 2,411 | 135 |
| 1855. | 2,420 | 091 | 115 | 045 | 2,535 | 136 | 1,960 | 491 | 655 | 240 | 2,615 | 731 |
| 1856. | 2,401 | 688 | 193 | 89 | 2,491 | 403 | 1,754 | 524 | 583 | 362 | 2,337 | 886 |
| 1857. | 2,337 | 095 | 86 | 873 | 2,463 | 968 | 1,814 | 459 | 618 | 911 | 2,433 | 370 |
| 1858. | 2,421 | 715 | 78 | 027 | 2,499 | 742 | 1,850 | 723 | 651 | 363 | 2,502 | 086 |
| 1859. | 2,414 | 654 | 92 | 748 | 2,507 | 402 | 1,910 | 962 | 676 | 005 | 2,586 | 967 |
| 1860. | 2,448 | 941 | 97 | 206 | 2,546 | 237 | 1,982 | 297 | 770 | 641 | 2,752 | 938 |
| 1861. | 2,540 | 020 | 102 | 608 | 2,642 | 628 | 2,064 | 803 | 774 | 596 | 2,839 | 399 |
| 1862. | 2,177 | 283 | 113 | 998 | 2,291 | 251 | 2,175 | 540 | 596 | 465 | 2,772 | 005 |
| 1863. | 1,892 | 899 | 133 | 215 | 2,026 | 114 | 2,633 | 889 | 442 | 304 | 3,076 | 193 |
| 1864. | 1,459 | 888 | 122 | 006 | 1,581 | 894 | 2,496 | 517 | 855 | 954 | 3,352 | 471 |
| 1865. | 1,504 | 575 | 98 | 008 | 1,602 | 583 | 2,484 | 962 | 969 | 131 | 3,454 | 093 |
| 1866. | 1,294 | 637 | 198 | 289 | 1,492 | 926 | 1,893 | 314 | 885 | 223 | 2,778 | 537 |
| 1867. | 1,369 | 917 | 198 | 115 | 1,568 | 032 | 1,701 | 593 | 975 | 765 | 2,695 | 358 |
| 1868. | 3,181 | 1,343 | 235 | 221 | 3,416 | 565 | 732 | 17,233 | 1,758 | 025 | 3,205 | 973 |
| 1869. | 3,054 | 1,353 | 227 | 213 | 3,281 | 1,566 | 422 | 16,633 | 1,638 | 692 | 3,099 | 887 |
| 1870. | 2,742 | 1,324 | 256 | 192 | 3,042 | 1,516 | 800 | 18,431 | 1,798 | 418 | 3,094 | 879 |
| 1871. | 2,545 | 1,244 | 228 | 180 | 2,723 | 1,425 | 142 | 19,229 | 1,901 | 731 | 3,151 | 903 |
| 1872. | 2,516 | 1,232 | 980 | 183 | 3,776 | 1,410 | 648 | 20,204 | 2,041 | 347 | 3,273 | 929 |
| 1873. | 2,553 | 1,229 | 865 | 206 | 3,423 | 1,423 | 288 | 21,426 | 2,257 | 498 | 3,458 | 958 |
| 1874. | 2,535 | 1,233 | 678 | 193 | 3,453 | 1,428 | 923 | 20,864 | 2,326 | 577 | 3,624 | 985 |
| 1875. | 2,769 | 1,362 | 138 | 212 | 3,681 | 1,553 | 827 | 20,297 | 2,266 | 584 | 3,616 | 971 |
| 1876. | 2,821 | 1,394 | 594 | 188 | 3,927 | 1,592 | 821 | 13,735 | 1,656 | 504 | 3,673 | 968 |
| 1877. | 2,807 | 1,421 | 060 | 181 | 3,908 | 1,611 | 193 | 12,961 | 1,592 | 834 | 3,732 | 975 |
| 1878. | 2,866 | 1,458 | 209 | 173 | 4,044 | 1,629 | 047 | 12,635 | 1,528 | 979 | 3,780 | 990 |
| 1879. | 2,549 | 1,335 | 211 | 168 | 3,632 | 1,491 | 534 | 12,654 | 1,598 | 792 | 3,840 | 1,012 |
| 1880. | 2,246 | 1,206 | 206 | 132 | 3,452 | 1,352 | 810 | 12,331 | 1,509 | 766 | 4,079 | 1,058 |
| 1881. | 1,191 | 1,182 | 817 | 135 | 2,373 | 1,152 | 769 | 2,326 | 1,335 | 586 | 11,590 | 1,055 |
| 1882. | 2,051 | 1,137 | 725 | 134 | 3,188 | 1,154 | 570 | 2,185 | 1,292 | 295 | 11,611 | 1,055 |
| 1883. | 2,006 | 1,130 | 190 | 168 | 3,136 | 1,154 | 570 | 2,185 | 1,292 | 295 | 11,611 | 1,055 |
| 1884. | 1,939 | 1,120 | 033 | 188 | 3,061 | 1,148 | 188 | 2,127 | 1,302 | 095 | 11,432 | 1,055 |
| 1885. | 1,937 | 1,101 | 593 | 182 | 3,038 | 1,148 | 188 | 2,127 | 1,302 | 095 | 11,432 | 1,055 |
| 1886. | 1,584 | 934 | 546 | 185 | 2,530 | 1,111 | 179 | 10,866 | 1,111 | 181 | 4,417 | 1,327 |
| 1887. | 1,436 | 841 | 992 | 185 | 2,327 | 1,015 | 563 | 10,508 | 1,058 | 081 | 4,396 | 1,349 |
| 1888. | 1,330 | 760 | 386 | 200 | 2,090 | 1,031 | 398 | 1,530 | 943 | 784 | 10,531 | 1,720 |
| 1889. | 1,462 | 827 | 124 | 219 | 1,947 | 1,021 | 595 | 10,409 | 1,651 | 437 | 4,744 | 1,550 |
| 1890. | 1,294 | 749 | 065 | 233 | 1,976 | 1,021 | 595 | 10,409 | 1,651 | 437 | 4,744 | 1,550 |
| 1891. | 1,316 | 765 | 955 | 271 | 2,289 | 1,005 | 950 | 10,358 | 1,837 | 810 | 4,904 | 1,753 |
| 1892. | 1,270 | 765 | 776 | 254 | 2,229 | 1,091 | 857 | 522 | 5,070 | 1,821 | 997 | 1,461 |
| 1893. | 1,094 | 638 | 700 | 249 | 1,613 | 1,091 | 857 | 522 | 5,070 | 1,821 | 997 | 1,461 |
| 1894. | 1,104 | 650 | 089 | 246 | 1,606 | 1,091 | 857 | 522 | 5,070 | 1,821 | 997 | 1,461 |
| 1895. | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1896. | 1,013 | 580 | 072 | 244 | 1,265 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1897. | 983 | 547 | 110 | 247 | 1,234 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1898. | 824 | 443 | 645 | 312 | 1,244 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1899. | 964 | 488 | 216 | 367 | 1,300 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1900. | 992 | 485 | 352 | 338 | 1,341 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1901. | 972 | 459 | 407 | 355 | 1,292 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1902. | 885 | 423 | 730 | 341 | 1,226 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1903. | 813 | 361 | 366 | 357 | 1,119 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1904. | 856 | 344 | 612 | 348 | 1,156 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1905. | 992 | 353 | 333 | 380 | 1,061 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1906. | 1,032 | 348 | 201 | 406 | 591 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1907. | 992 | 269 | 021 | 442 | 602 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1908. | 1,113 | 341 | 331 | 478 | 598 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1909. | 1,135 | 308 | 979 | 498 | 578 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1910. | 1,029 | 234 | 848 | 497 | 556 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1911. | 1,145 | 286 | 941 | 558 | 585 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1912. | 1,311 | 312 | 395 | 701 | 611 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1913. | 1,478 | 356 | 628 | 827 | 671 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1914. | 1,521 | 351 | 278 | 884 | 724 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1915. | 1,687 | 521 | 697 | 1,107 | 1,349 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1916. | 1,810 | 592 | 054 | 1,324 | 1,599 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1917. | 1,879 | 588 | 065 | 1,604 | 1,587 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1918. | 1,934 | 587 | 925 | 2,079 | 3,015 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1919. | 2,048 | 575 | 521 | 2,984 | 3,565 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1920. | 2,110 | 733 | 673 | 3,848 | 4,581 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1921. | 1,902 | 615 | 351 | 4,074 | 5,060 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |
| 1922. | 1,687 | 456 | 587 | 3,841 | 5,494 | 1,021 | 586 | 142 | 239 | 1,265 | 1,021 | 586 |

⁷ Includes gasoline vessels since 1897.

TOTAL MERCHANT MARINE OF THE UNITED STATES, 1789-1922—Continued.

| Licensed vessels under 20 tons. | | | | | | Total merchant marine. | | | | | | Annual increase or decrease (—). | Year. | |
|---------------------------------|--------|---------------------|---------|--------|---------|------------------------|-----------|---------------------|------------|--------|------------|----------------------------------|-------|------|
| Sailing. | | Steam. ⁷ | | Total. | | Sailing. | | Steam. ⁷ | | Total. | | | | |
| No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | Per ct. | | |
| 50,188 | 50,188 | | | 50,188 | 50,188 | 50,188 | 50,188 | | | | | 6.04 | 1850 | |
| 53,799 | 53,799 | | | 53,799 | 53,799 | 53,799 | 53,799 | | | | | 6.70 | 1851 | |
| 55,765 | 55,765 | | | 55,765 | 55,765 | 55,765 | 55,765 | | | | | 9.70 | 1852 | |
| 60,714 | 60,714 | | | 60,714 | 60,714 | 60,714 | 60,714 | | | | | 6.49 | 1853 | |
| 57,948 | 57,948 | | | 57,948 | 57,948 | 57,948 | 57,948 | | | | | 8.96 | 1854 | |
| 61,134 | 61,134 | | | 61,134 | 61,134 | 61,134 | 61,134 | | | | | 8.52 | 1855 | |
| 42,364 | 42,364 | | | 42,364 | 42,364 | 42,364 | 42,364 | | | | | — 6.53 | 1856 | |
| 43,505 | 43,505 | | | 43,505 | 43,505 | 43,505 | 43,505 | | | | | 1.42 | 1857 | |
| 47,980 | 47,980 | | | 47,980 | 47,980 | 47,980 | 47,980 | | | | | 2.20 | 1858 | |
| 50,669 | 50,669 | | | 50,669 | 50,669 | 50,669 | 50,669 | | | | | 1.90 | 1859 | |
| 54,693 | 54,693 | | | 54,693 | 54,693 | 54,693 | 54,693 | | | | | 4.06 | 1860 | |
| 57,786 | 57,786 | | | 57,786 | 57,786 | 57,786 | 57,786 | | | | | 3.47 | 1861 | |
| 48,908 | 48,908 | | | 48,908 | 48,908 | 48,908 | 48,908 | | | | | — 7.72 | 1862 | |
| 52,749 | 52,749 | | | 52,749 | 52,749 | 52,749 | 52,749 | | | | | — .84 | 1863 | |
| 52,035 | 52,035 | | | 52,035 | 52,035 | 52,035 | 52,035 | | | | | 4,986,400 | 1864 | |
| 40,106 | 40,106 | | | 40,106 | 40,106 | 40,106 | 40,106 | | | | | 2.21 | 1865 | |
| 39,315 | 39,315 | | | 39,315 | 39,315 | 39,315 | 39,315 | | | | | 1,083,512 | 1866 | |
| 41,097 | 41,097 | | | 41,097 | 41,097 | 41,097 | 41,097 | | | | | — 14 | 1867 | |
| 4,134 | 50,526 | 179 | 2,334 | 4,313 | 52,860 | 24,548 | 3,152,344 | 3,619 | 1,199,415 | 28,167 | 4,351,759 | — 1.10 | 1868 | |
| 4,254 | 49,211 | 220 | 2,915 | 4,474 | 52,126 | 23,941 | 3,041,073 | 3,546 | 1,103,568 | 27,487 | 4,144,641 | — 4.76 | 1869 | |
| 4,301 | 48,738 | 230 | 3,029 | 4,531 | 51,767 | 25,474 | 3,171,412 | 3,524 | 1,075,095 | 28,998 | 4,246,507 | | 2.41 | 1870 |
| 4,310 | 49,011 | 240 | 3,180 | 4,550 | 52,191 | 26,084 | 3,194,970 | 3,567 | 1,087,637 | 29,651 | 4,282,607 | | .85 | 1871 |
| 4,641 | 51,865 | 297 | 3,925 | 4,938 | 55,790 | 27,361 | 3,326,194 | 3,753 | 1,111,553 | 31,114 | 4,437,747 | | 3.62 | 1872 |
| 4,678 | 52,221 | 351 | 4,603 | 5,029 | 46,824 | 28,657 | 3,539,584 | 4,015 | 1,156,443 | 32,672 | 4,696,027 | | 5.82 | 1873 |
| 4,901 | 54,787 | 369 | 4,796 | 5,270 | 59,583 | 28,300 | 3,615,042 | 4,186 | 1,185,610 | 32,486 | 4,800,562 | | 2.23 | 1874 |
| 4,984 | 56,342 | 407 | 5,173 | 5,391 | 61,515 | 28,050 | 3,685,064 | 4,235 | 1,168,663 | 32,285 | 4,853,732 | | 1.10 | 1875 |
| 5,058 | 55,988 | 459 | 5,845 | 5,517 | 61,833 | 21,614 | 3,107,086 | 4,320 | 1,172,372 | 25,934 | 4,279,458 | — 11.83 | 1876 | |
| 5,223 | 57,509 | 482 | 6,031 | 5,705 | 63,540 | 20,991 | 3,071,403 | 4,395 | 1,171,197 | 25,386 | 4,242,600 | | — .86 | 1877 |
| 5,293 | 57,899 | 519 | 6,458 | 5,812 | 64,357 | 20,792 | 3,045,087 | 4,472 | 1,167,678 | 25,264 | 4,212,765 | | — .70 | 1878 |
| 5,439 | 59,426 | 561 | 7,039 | 6,000 | 66,465 | 20,642 | 2,993,429 | 4,569 | 1,176,172 | 25,111 | 4,169,601 | — 1.02 | 1879 | |
| 5,418 | 59,504 | 506 | 6,367 | 5,924 | 65,871 | 19,995 | 2,856,476 | 4,717 | 1,211,558 | 24,712 | 4,068,034 | — 2.43 | 1880 | |
| 5,424 | 58,673 | 498 | 6,274 | 5,922 | 64,947 | 19,205 | 2,792,736 | 4,860 | 1,264,998 | 24,065 | 4,057,734 | — .25 | 1881 | |
| 5,516 | 59,545 | 541 | 6,873 | 6,057 | 66,418 | 19,177 | 2,810,107 | 5,191 | 1,355,826 | 24,368 | 4,165,933 | | 2.66 | 1882 |
| 5,530 | 61,272 | 722 | 13,550 | 6,252 | 74,822 | 18,968 | 2,822,293 | 5,249 | 1,413,194 | 24,217 | 4,235,487 | | 1.67 | 1883 |
| 5,524 | 62,091 | 919 | 18,389 | 6,443 | 80,480 | 18,681 | 2,805,320 | 5,401 | 1,465,909 | 24,082 | 4,271,229 | | .84 | 1884 |
| 5,577 | 62,846 | 872 | 18,516 | 6,449 | 81,362 | 18,564 | 2,771,017 | 5,399 | 1,494,917 | 23,063 | 4,265,934 | — 1.12 | 1885 | |
| 5,617 | 62,425 | 865 | 18,769 | 6,482 | 81,194 | 18,067 | 2,608,152 | 5,467 | 1,522,984 | 23,534 | 4,131,136 | — 3.16 | 1886 | |
| 5,638 | 62,055 | 900 | 19,463 | 6,538 | 81,518 | 17,822 | 2,563,128 | 5,481 | 1,542,717 | 23,063 | 4,105,845 | — .61 | 1887 | |
| 5,726 | 62,536 | 920 | 20,238 | 6,655 | 82,774 | 17,587 | 2,543,846 | 5,694 | 1,645,070 | 23,281 | 4,191,916 | | 2.10 | 1888 |
| 5,828 | 63,364 | 961 | 21,035 | 6,789 | 84,399 | 17,099 | 2,541,924 | 5,924 | 1,765,551 | 23,623 | 4,307,475 | | 2.75 | 1889 |
| 5,888 | 64,103 | 989 | 21,815 | 6,877 | 85,918 | 17,502 | 2,565,409 | 5,965 | 1,859,088 | 23,467 | 4,424,497 | | 2.71 | 1890 |
| 6,009 | 64,730 | 1,041 | 22,852 | 7,050 | 87,527 | 17,683 | 2,685,495 | 6,216 | 2,016,243 | 23,899 | 4,684,759 | | 5.88 | 1891 |
| 6,322 | 67,206 | 1,068 | 23,521 | 7,390 | 90,772 | 17,991 | 2,690,504 | 6,392 | 2,074,417 | 24,383 | 4,764,921 | | 1.71 | 1892 |
| 6,453 | 68,244 | 1,096 | 24,191 | 7,549 | 92,435 | 17,951 | 2,641,799 | 6,561 | 2,183,272 | 24,512 | 4,825,071 | | 1.26 | 1893 |
| 6,483 | 68,267 | 1,104 | 24,366 | 7,691 | 92,633 | 17,060 | 2,494,599 | 6,526 | 2,189,430 | 23,586 | 4,684,029 | — 2.90 | 1894 | |
| 6,459 | 68,117 | 1,113 | 24,552 | 7,672 | 92,669 | 16,686 | 2,423,159 | 6,554 | 2,212,801 | 23,240 | 4,635,960 | — 1.03 | 1895 | |
| 6,547 | 72,249 | 1,105 | 24,177 | 7,652 | 96,426 | 16,313 | 2,396,672 | 6,595 | 2,307,208 | 22,908 | 4,703,880 | | 1.47 | 1896 |
| 6,546 | 72,285 | 1,135 | 24,615 | 7,681 | 96,900 | 16,034 | 2,410,462 | 6,599 | 2,358,558 | 22,633 | 4,769,020 | | 1.38 | 1897 |
| 6,652 | 69,790 | 1,192 | 24,649 | 7,844 | 94,439 | 15,993 | 2,377,815 | 6,712 | 2,371,923 | 22,705 | 4,749,738 | | — .40 | 1898 |
| 6,653 | 69,534 | 1,238 | 25,160 | 7,891 | 94,694 | 15,891 | 2,388,227 | 6,837 | 2,476,011 | 22,728 | 4,864,238 | | 2.41 | 1899 |
| 6,873 | 71,946 | 1,344 | 26,630 | 8,217 | 98,576 | 16,280 | 2,507,042 | 7,053 | 2,657,797 | 23,333 | 5,164,839 | | 6.18 | 1900 |
| 7,042 | 73,447 | 1,517 | 29,147 | 8,559 | 102,594 | 16,643 | 2,603,265 | 7,414 | 2,920,953 | 24,057 | 5,524,218 | | 6.96 | 1901 |
| 7,123 | 74,375 | 1,693 | 31,277 | 8,832 | 105,652 | 16,546 | 2,621,028 | 7,727 | 3,176,874 | 24,273 | 5,797,902 | | 4.95 | 1902 |
| 7,084 | 74,230 | 1,936 | 33,843 | 9,020 | 108,073 | 16,371 | 2,679,257 | 8,054 | 3,408,088 | 24,425 | 6,087,345 | | 4.99 | 1903 |
| 6,892 | 72,644 | 2,195 | 36,334 | 9,087 | 108,778 | 16,095 | 2,696,117 | 8,463 | 3,595,418 | 24,631 | 6,291,535 | | 3.35 | 1904 |
| 6,650 | 70,177 | 2,527 | 40,051 | 9,183 | 110,228 | 15,784 | 2,715,049 | 8,897 | 3,741,994 | 24,681 | 6,456,543 | | 2.62 | 1905 |
| 6,351 | 67,776 | 3,007 | 44,774 | 9,388 | 112,550 | 15,506 | 2,699,682 | 9,500 | 3,975,287 | 25,006 | 6,674,969 | | 3.38 | 1906 |
| 5,938 | 63,385 | 3,429 | 49,557 | 9,367 | 112,942 | 14,801 | 2,659,426 | 10,050 | 4,279,368 | 24,911 | 6,839,794 | | 3.95 | 1907 |
| 5,631 | 60,296 | 4,088 | 57,142 | 9,719 | 117,438 | 14,499 | 2,654,271 | 10,926 | 4,711,714 | 25,425 | 7,365,445 | | 6.15 | 1908 |
| 5,258 | 56,565 | 4,725 | 63,632 | 9,883 | 120,197 | 14,047 | 2,639,531 | 11,641 | 4,749,224 | 25,688 | 7,888,755 | | .32 | 1909 |
| 4,777 | 51,666 | 5,388 | 70,853 | 10,165 | 122,529 | 13,288 | 2,607,721 | 12,452 | 4,900,361 | 25,740 | 7,508,082 | | 1.61 | 1910 |
| 4,360 | 47,565 | 5,995 | 77,734 | 10,355 | 125,299 | 12,684 | 2,564,721 | 13,307 | 5,074,069 | 25,991 | 7,638,790 | | 1.74 | 1911 |
| 4,042 | 44,445 | 6,562 | 84,951 | 10,604 | 129,391 | 11,577 | 2,534,325 | 14,951 | 5,179,858 | 26,628 | 7,714,183 | | .99 | 1912 |
| 3,722 | 41,205 | 7,042 | 91,197 | 10,764 | 132,402 | 11,988 | 2,553,271 | 15,082 | 5,333,247 | 27,070 | 7,886,518 | | 2.23 | 1913 |
| 3,411 | 37,951 | 7,291 | 95,611 | 10,702 | 133,562 | 11,452 | 2,501,162 | 15,491 | 5,427,526 | 26,943 | 7,928,688 | | .53 | 1914 |
| 3,045 | 34,248 | 7,914 | 98,913 | 10,559 | 133,161 | 11,753 | 2,445,619 | 15,948 | 5,943,810 | 26,701 | 8,389,429 | | 5.81 | 1915 |
| 2,811 | 31,867 | 7,534 | 99,021 | 10,345 | 130,880 | 10,383 | 2,399,586 | 16,061 | 6,070,063 | 26,444 | 8,469,649 | | .95 | 1916 |
| 2,566 | 29,651 | 7,445 | 98,699 | 10,111 | 128,350 | 10,155 | 2,437,676 | 16,242 | 6,433,366 | 26,397 | 8,871,037 | | 4.74 | 1917 |
| 2,409 | 28,001 | 7,476 | 98,918 | 9,885 | 127,919 | 10,053 | 2,453,204 | 16,658 | 7,471,314 | 26,711 | 9,924,518 | | 11.87 | 1918 |
| 2,263 | 26,485 | 7,672 | 102,278 | 9,835 | 128,763 | 9,862 | 2,491,673 | 17,651 | 10,415,627 | 27,513 | 12,907,300 | | 30.05 | 1919 |
| 2,113 | 24,710 | 7,735 | 105,411 | 9,848 | 130,121 | 9,369 | 2,500,575 | 18,814 | 13,823,449 | 28,183 | 16,324,024 | | 26.47 | 1920 |
| 1,908 | 22,883 | 7,609 | 105,777 | 9,917 | 128,160 | 8,941 | 2,537,021 | 19,071 | 15,745,115 | 28,012 | 18,282,136 | | 11.99 | 1921 |
| 1,672 | 19,872 | 7,622 | 105,200 | 9,294 | 125,070 | 8,398 | 2,480,867 | 18,960 | 15,982,100 | 27,358 | 18,462,967 | | .01 | 1922 |

No. 10A.—NUMBER AND GROSS TONNAGE OF CANAL BOATS AND BARGES DOCUMENTED IN THE UNITED STATES IN SPECIFIED YEARS, 1868-1922.

[These vessels are included in statement No. 10.]

| Year ended June 30— | Canal boats. | | Barges. | | Total. | |
|-------------------------|--------------|---------|---------|-----------|---------|-----------|
| | Number. | Tons. | Number. | Tons. | Number. | Tons. |
| 1868..... | 4,847 | 430,672 | 1,463 | 213,156 | 6,310 | 643,828 |
| 1869..... | 4,678 | 420,143 | 1,423 | 220,958 | 6,101 | 641,101 |
| 1870..... | 6,410 | 567,915 | 1,530 | 240,411 | 7,940 | 808,326 |
| 1871..... | 7,314 | 648,471 | 1,472 | 260,343 | 8,786 | 908,814 |
| 1872..... | 8,085 | 704,713 | 1,621 | 296,106 | 7,706 | 1,000,819 |
| 1873..... | 8,970 | 820,328 | 1,738 | 335,455 | 10,708 | 1,155,783 |
| 1874 ¹ | 8,245 | 751,612 | 1,908 | 389,714 | 10,153 | 1,141,326 |
| 1875..... | 7,808 | 709,996 | 1,888 | 390,158 | 9,696 | 1,100,154 |
| 1876..... | 1,581 | 117,708 | 1,776 | 380,636 | 3,357 | 498,394 |
| 1877..... | 996 | 81,394 | 1,914 | 409,620 | 2,910 | 491,014 |
| 1878..... | 1,071 | 88,691 | 2,198 | 435,076 | 3,269 | 523,767 |
| 1879..... | 1,206 | 103,737 | 2,394 | 466,878 | 3,600 | 570,615 |
| 1880 ² | 1,235 | 106,590 | 1,930 | 383,629 | 3,165 | 490,219 |
| 1885..... | 1,027 | 97,681 | 1,005 | 299,451 | 2,032 | 397,132 |
| 1890..... | 1,097 | 114,953 | 1,241 | 341,042 | 2,338 | 455,995 |
| 1895..... | 680 | 75,051 | 1,363 | 382,632 | 2,043 | 457,683 |
| 1896..... | 682 | 75,225 | 1,357 | 393,188 | 2,039 | 468,413 |
| 1897..... | 650 | 73,786 | 1,480 | 432,523 | 2,130 | 506,309 |
| 1898..... | 660 | 74,640 | 1,667 | 467,348 | 2,327 | 541,988 |
| 1899..... | 629 | 71,101 | 1,962 | 491,808 | 2,591 | 562,909 |
| 1900..... | 647 | 73,383 | 2,362 | 548,817 | 3,009 | 622,200 |
| 1901..... | 735 | 83,068 | 2,677 | 586,840 | 3,412 | 669,908 |
| 1902..... | 703 | 79,408 | 2,770 | 599,742 | 3,473 | 679,150 |
| 1903..... | 695 | 78,406 | 2,840 | 634,927 | 3,535 | 713,333 |
| 1904..... | 692 | 77,583 | 2,917 | 673,578 | 3,609 | 751,161 |
| 1905..... | 643 | 71,953 | 3,022 | 681,512 | 3,665 | 753,465 |
| 1906..... | 717 | 80,137 | 3,171 | 720,911 | 3,888 | 801,048 |
| 1907..... | 731 | 81,773 | 3,264 | 763,209 | 3,995 | 844,982 |
| 1908..... | 746 | 82,469 | 3,453 | 810,732 | 4,199 | 893,201 |
| 1909..... | 745 | 80,951 | 3,590 | 847,504 | 4,335 | 928,455 |
| 1910..... | 674 | 74,068 | 3,667 | 878,180 | 4,341 | 952,248 |
| 1911..... | 659 | 72,370 | 3,821 | 894,528 | 4,480 | 966,898 |
| 1912..... | 665 | 72,567 | 4,016 | 922,911 | 4,681 | 995,478 |
| 1913..... | 698 | 76,619 | 4,245 | 969,022 | 4,943 | 1,045,641 |
| 1914..... | 700 | 76,454 | 4,293 | 992,168 | 4,993 | 1,068,622 |
| 1915..... | 560 | 61,979 | 4,327 | 999,166 | 4,887 | 1,061,145 |
| 1916..... | 555 | 61,639 | 4,446 | 1,027,010 | 5,001 | 1,088,649 |
| 1917..... | 532 | 59,740 | 4,669 | 1,099,472 | 5,201 | 1,159,212 |
| 1918..... | 519 | 58,588 | 4,947 | 1,185,081 | 5,466 | 1,243,669 |
| 1919..... | 490 | 56,431 | 5,112 | 1,235,581 | 5,602 | 1,292,012 |
| 1920..... | 448 | 51,752 | 4,891 | 1,176,664 | 5,339 | 1,228,416 |
| 1921..... | 442 | 51,559 | 4,826 | 1,191,169 | 5,268 | 1,242,728 |
| 1922..... | 412 | 37,616 | 4,670 | 1,145,637 | 5,082 | 1,183,253 |

¹ See act Apr. 18, 1874.² See act June 30, 1879.

No. 10B.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, CANAL BOATS, AND BARGES DOCUMENTED ON THE NORTHERN LAKES, IN SPECIFIED YEARS, 1868-1922.

[These vessels are included in statement No. 10.]

| Year. | Sailing. | | Steam. ¹ | | Canal boats. | | Barges. | | Total. | |
|-----------|----------|---------|---------------------|-----------|--------------|---------|---------|---------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1868..... | 1,855 | 293,978 | 624 | 144,117 | 2,822 | 241,553 | 64 | 15,956 | 5,365 | 695,604 |
| 1869..... | 1,752 | 277,893 | 636 | 146,236 | 2,384 | 215,165 | 103 | 22,072 | 4,875 | 661,366 |
| 1870..... | 1,699 | 264,609 | 612 | 142,973 | 2,894 | 249,553 | 114 | 27,569 | 5,349 | 684,704 |
| 1871..... | 1,662 | 267,154 | 682 | 149,467 | 3,037 | 264,198 | 132 | 31,268 | 5,513 | 712,027 |
| 1872..... | 1,654 | 270,051 | 708 | 162,523 | 2,814 | 251,056 | 161 | 37,863 | 5,337 | 724,493 |
| 1873..... | 1,663 | 298,002 | 802 | 180,250 | 2,934 | 267,601 | 177 | 42,559 | 5,576 | 788,412 |
| 1874..... | 1,696 | 336,802 | 876 | 198,121 | 2,812 | 261,135 | 216 | 46,323 | 5,600 | 842,381 |
| 1875..... | 1,710 | 339,787 | 891 | 202,307 | 2,702 | 250,657 | 193 | 45,140 | 5,496 | 837,891 |
| 1876..... | 1,643 | 331,498 | 921 | 201,712 | 441 | 34,386 | 188 | 45,585 | 3,193 | 613,211 |
| 1877..... | 1,604 | 324,394 | 923 | 201,085 | 472 | 37,474 | 192 | 47,207 | 3,191 | 610,160 |
| 1878..... | 1,546 | 315,908 | 918 | 201,550 | 519 | 41,902 | 183 | 45,296 | 3,166 | 604,656 |
| 1879..... | 1,473 | 307,078 | 896 | 203,298 | 548 | 44,774 | 170 | 42,226 | 3,087 | 597,376 |
| 1880..... | 1,459 | 304,933 | 931 | 212,045 | 572 | 47,159 | 165 | 40,965 | 3,127 | 605,102 |
| 1885..... | 1,322 | 313,129 | 1,175 | 335,859 | 771 | 70,150 | 111 | 30,810 | 3,379 | 749,948 |
| 1890..... | 1,272 | 328,656 | 1,527 | 652,923 | 657 | 67,574 | 54 | 13,910 | 3,510 | 1,063,063 |
| 1895..... | 1,100 | 300,612 | 1,555 | 857,735 | 406 | 44,074 | 81 | 39,008 | 3,342 | 1,241,459 |
| 1896..... | 1,044 | 309,152 | 1,792 | 924,631 | 416 | 45,109 | 81 | 45,175 | 3,333 | 1,324,067 |
| 1897..... | 993 | 334,104 | 1,775 | 977,235 | 361 | 37,978 | 101 | 60,785 | 3,230 | 1,410,102 |
| 1898..... | 960 | 333,704 | 1,764 | 993,644 | 384 | 40,456 | 148 | 69,696 | 3,256 | 1,437,500 |
| 1899..... | 874 | 318,175 | 1,732 | 1,014,561 | 366 | 38,630 | 190 | 74,982 | 3,162 | 1,446,348 |
| 1900..... | 832 | 335,183 | 1,739 | 1,110,565 | 392 | 41,430 | 204 | 78,409 | 3,167 | 1,565,587 |
| 1901..... | 784 | 332,289 | 1,778 | 1,243,500 | 476 | 50,362 | 215 | 80,143 | 3,253 | 1,706,294 |
| 1902..... | 726 | 318,032 | 1,795 | 1,377,872 | 454 | 47,888 | 197 | 72,719 | 3,172 | 1,816,511 |
| 1903..... | 676 | 315,195 | 1,796 | 1,467,992 | 453 | 47,750 | 185 | 71,761 | 3,110 | 1,902,698 |
| 1904..... | 623 | 308,820 | 1,820 | 1,592,270 | 451 | 47,160 | 181 | 70,958 | 3,075 | 2,019,208 |
| 1905..... | 583 | 301,115 | 1,820 | 1,647,793 | 418 | 43,775 | 190 | 69,464 | 3,011 | 2,062,147 |
| 1906..... | 519 | 269,136 | 1,844 | 1,841,438 | 480 | 50,539 | 209 | 73,259 | 3,052 | 2,234,432 |
| 1907..... | 466 | 256,104 | 1,873 | 2,044,553 | 529 | 55,889 | 235 | 83,195 | 3,103 | 2,439,741 |
| 1908..... | 429 | 248,752 | 1,942 | 2,341,686 | 546 | 57,609 | 255 | 81,122 | 3,172 | 2,729,169 |
| 1909..... | 389 | 238,491 | 1,982 | 2,399,925 | 557 | 58,753 | 271 | 85,312 | 3,199 | 2,782,481 |
| 1910..... | 362 | 236,656 | 2,107 | 2,508,469 | 480 | 50,912 | 324 | 99,065 | 3,273 | 2,895,102 |
| 1911..... | 324 | 228,519 | 2,174 | 2,564,060 | 449 | 48,065 | 339 | 102,879 | 3,286 | 2,943,523 |
| 1912..... | 303 | 225,114 | 2,269 | 2,575,914 | 451 | 48,208 | 344 | 100,688 | 3,367 | 2,949,924 |
| 1913..... | 272 | 210,401 | 2,333 | 2,568,983 | 472 | 51,048 | 370 | 109,354 | 3,447 | 2,939,786 |
| 1914..... | 241 | 198,531 | 2,339 | 2,523,517 | 448 | 48,397 | 378 | 112,447 | 3,046 | 2,882,892 |
| 1915..... | 220 | 190,928 | 2,348 | 2,487,945 | 208 | 22,729 | 385 | 116,407 | 3,161 | 2,818,009 |
| 1916..... | 191 | 182,225 | 2,335 | 2,444,518 | 141 | 15,644 | 384 | 118,428 | 3,051 | 2,760,815 |
| 1917..... | 165 | 172,836 | 2,309 | 2,471,727 | 127 | 14,172 | 400 | 120,352 | 3,001 | 2,779,087 |
| 1918..... | 133 | 159,594 | 2,295 | 2,504,901 | 101 | 11,219 | 410 | 121,819 | 2,939 | 2,797,503 |
| 1919..... | 125 | 151,383 | 2,380 | 2,731,552 | 103 | 11,525 | 435 | 129,302 | 3,043 | 3,023,762 |
| 1920..... | 108 | 142,067 | 2,456 | 2,856,555 | 81 | 9,158 | 446 | 130,910 | 3,091 | 3,138,690 |
| 1921..... | 95 | 136,074 | 2,308 | 2,559,148 | 81 | 9,973 | 458 | 134,319 | 2,942 | 2,839,514 |
| 1922..... | 86 | 133,100 | 2,228 | 2,480,252 | 67 | 7,687 | 364 | 102,818 | 2,745 | 2,723,857 |

¹ Includes gasoline vessels since 1897.

NO. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own employed wholly upon canals or the internal waters of a State, nor barges and boats plying on rivers or lakes of the United States and not engaged in the trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

| Customs district and port in which documented. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Canal boats. | | Barges. | | Total. | |
|--|------------------|---------|----------------|-----------|--------------|--------|--------------|--------|---------|---------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | | | | | |
| Maine and New Hampshire: | | | | | | | | | | | | |
| Eastport, Me..... | 11 | 4,244 | 5 | 461 | 118 | 2,315 | | | | | 134 | 7,020 |
| Calais, Me..... | 10 | 3,952 | | | 4 | 104 | | | | | 14 | 4,056 |
| Machias, Me..... | 19 | 2,553 | 2 | 97 | 45 | 800 | | | | | 66 | 3,450 |
| Ellsworth, Me..... | 11 | 886 | 1 | 111 | 22 | 302 | | | | | 34 | 1,302 |
| Southwest Harbor, Me..... | 8 | 334 | 2 | 117 | 43 | 527 | | | | | 53 | 978 |
| Bangor, Me..... | 13 | 3,461 | 4 | 295 | 4 | 34 | | | | | 21 | 3,790 |
| Belfast, Me..... | 24 | 1,373 | 9 | 3,960 | 39 | 457 | | | 4 | 559 | 76 | 6,349 |
| Rockland, Me..... | 29 | 5,488 | 29 | 8,851 | 69 | 1,052 | | | 2 | 124 | 129 | 15,515 |
| Boothbay, Me..... | 10 | 1,153 | 4 | 786 | 27 | 400 | | | 3 | 89 | 44 | 2,428 |
| Bath, Me..... | 7 | 6,784 | 17 | 4,627 | 4 | 981 | | | 26 | 2,647 | 54 | 15,039 |
| Portland, Me..... | 24 | 17,432 | 46 | 60,676 | 85 | 1,921 | | | 2 | 102 | 157 | 80,131 |
| Portsmouth, N. H..... | 3 | 2,272 | 8 | 23,179 | 5 | 65 | | | | | 16 | 25,516 |
| Massachusetts: | | | | | | | | | | | | |
| Gloucester, Mass..... | 20 | 1,978 | 17 | 2,266 | 162 | 10,785 | | | 4 | 491 | 203 | 15,520 |
| Salem, Mass..... | 2 | 193 | 6 | 490 | 7 | 97 | | | 2 | 500 | 17 | 1,280 |
| Boston, Mass..... | 103 | 89,796 | 248 | 404,805 | 133 | 7,754 | | | 30 | 10,057 | 514 | 512,412 |
| Plymouth, Mass..... | 1 | 12 | | | 1 | 12 | | | | | 2 | 24 |
| Provincetown, Mass..... | 4 | 773 | 1 | 82 | 45 | 938 | | | | | 50 | 1,793 |
| Vineyard Haven, Mass..... | 5 | 384 | 2 | 78 | 51 | 807 | | | | | 58 | 1,269 |
| Barnstable, Mass..... | | | | | 2 | 12 | | | | | 2 | 12 |
| New Bedford, Mass..... | 25 | 4,803 | 9 | 2,349 | 86 | 1,044 | | | 1 | 410 | 121 | 8,606 |
| Fall River, Mass..... | 26 | 24,742 | 25 | 75,337 | 29 | 319 | | | 4 | 1,712 | 84 | 102,110 |
| Rhode Island: | | | | | | | | | | | | |
| Providence, R. I..... | 8 | 6,626 | 30 | 16,954 | 75 | 1,490 | | | | | 113 | 25,070 |
| Newport, R. I..... | 13 | 123 | 18 | 2,444 | 78 | 988 | | | | | 112 | 3,724 |
| Connecticut: | | | | | | | | | 3 | 169 | | |
| New London, Conn..... | 15 | 11,093 | 61 | 82,841 | 43 | 863 | | | 21 | 7,707 | 140 | 102,509 |
| Hartford, Conn..... | 1 | 67 | 15 | 7,462 | 16 | 164 | | | 42 | 17,465 | 74 | 25,153 |
| New Haven, Conn..... | 10 | 1,756 | 37 | 436 | 55 | 924 | | | 7 | 1,713 | 113 | 5,292 |
| Bridgeport, Conn..... | 39 | 2,553 | 30 | 3,642 | 102 | 1,493 | 4 | 463 | 2 | 312 | 173 | 8,000 |
| New York: | | | | | | | | | | | | |
| New York, N. Y..... | 228 | 199,998 | 2,146 | 4,915,859 | 962 | 67,746 | 88 | 11,141 | 1,602 | 541,876 | 5,026 | 5,736,620 |
| Albany, N. Y..... | | | 105 | 12,975 | 11 | 767 | 247 | 27,656 | 142 | 45,344 | 505 | 86,742 |
| Patchogue, N. Y..... | 12 | 332 | 2 | 291 | 83 | 1,015 | | | | | 97 | 1,638 |
| Greenport, N. Y..... | 26 | 459 | 6 | 678 | 57 | 821 | | | | | 10 | 1,968 |
| Newark, N. J..... | 5 | 1,530 | 53 | 44,901 | 42 | 532 | 1 | 155 | 9 | 2,176 | 110 | 49,294 |
| Perth Amboy, N. J..... | 52 | 23,209 | 34 | 10,217 | 56 | 706 | | | 33 | 9,163 | 175 | 43,295 |

NO. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Canal boats. | | Barges. | | Total. | |
|--|------------------|---------|----------------|------------|--------------|---------|--------------|--------|---------|---------|--------|------------|
| ATLANTIC AND GULF COASTS—continued. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Porto Rico: San Juan, P. R..... | 81 | 5,204 | 14 | 21,834 | 21 | 1,064 | | | 3 | 118 | 119 | 28,220 |
| Virgin Islands: St. Thomas, V. I..... | 8 | 149 | 1 | 42 | 2 | 32 | | | | | 11 | 223 |
| Total..... | 2,964 | 863,615 | 4,954 | 10,137,608 | 5,703 | 201,170 | 345 | 39,929 | 2,642 | 888,361 | 16,608 | 12,130,683 |
| PACIFIC COAST. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| San Diego: San Diego, Calif..... | | | 4 | 7,305 | 70 | 1,517 | | | 3 | 550 | 77 | 9,372 |
| Los Angeles: Los Angeles, Calif..... | 5 | 2,974 | 59 | 262,498 | 229 | 13,805 | | | 32 | 5,661 | 325 | 284,948 |
| San Francisco: | | | | | | | | | | | | |
| San Francisco, Calif..... | 141 | 176,455 | 487 | 1,343,368 | 438 | 41,739 | | | 3 | 2,384 | 1,069 | 1,563,946 |
| Eureka, Calif..... | 2 | 2,097 | 5 | 4,140 | 10 | 195 | | | | | 17 | 6,432 |
| Oregon: | | | | | | | | | | | | |
| Marshfield, Oreg..... | 5 | 6,326 | 14 | 7,263 | 60 | 755 | | | | | 79 | 14,344 |
| Newport, Oreg..... | | | 4 | 144 | 7 | 162 | | | 1 | 53 | 12 | 359 |
| Astoria, Oreg..... | 5 | 8,718 | 34 | 33,260 | 122 | 2,660 | | | 2 | 73 | 163 | 44,711 |
| Portland, Oreg..... | 8 | 13,355 | 165 | 365,604 | 68 | 12,045 | | | 7 | 2,313 | 248 | 393,317 |
| Washington: Seattle, Wash..... | 71 | 69,030 | 408 | 827,992 | 1,444 | 53,906 | | | 1,169 | 96,054 | 3,102 | 1,046,972 |
| Alaska: Juneau, Alaska..... | 13 | 439 | 88 | 30,153 | 771 | 13,904 | | | 277 | 36,054 | 1,149 | 80,550 |
| Hawaii: Honolulu, Hawaii..... | 14 | 9,300 | 16 | 16,353 | 27 | 2,977 | | | | | 57 | 28,630 |
| Total..... | 264 | 288,694 | 1,284 | 2,895,080 | 3,256 | 143,665 | | | 1,494 | 143,142 | 6,298 | 3,473,581 |
| NORTHERN LAKES. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Vermont: Burlington, Vt..... | | | 7 | 2,913 | 3 | 37 | | | | | 10 | 2,950 |
| St. Lawrence: | | | | | | | | | | | | |
| Rouses Point, N. Y..... | 1 | 108 | 5 | 342 | 4 | 79 | 58 | 6,517 | | | 68 | 7,046 |
| Ogdensburg, N. Y..... | 2 | 851 | 10 | 7,721 | 3 | 33 | | | 9 | 1,872 | 24 | 10,477 |
| Cape Vincent, N. Y..... | 1 | 33 | 9 | 685 | 18 | 261 | | | 21 | 855 | 49 | 1,834 |
| Rochester: | | | | | | | | | | | | |
| Oswego, N. Y..... | | | 31 | 106,369 | | | 2 | 266 | 2 | 330 | 35 | 106,965 |
| Rochester, N. Y..... | | | 8 | 814 | 14 | 145 | 1 | 141 | | | 23 | 1,100 |
| Buffalo: Buffalo, N. Y..... | 4 | 2,578 | 168 | 203,564 | 28 | 298 | 6 | 763 | 65 | 17,769 | 271 | 224,972 |
| Ohio: | | | | | | | | | | | | |
| Erie, Pa..... | 1 | 2,083 | 44 | 6,683 | 13 | 192 | | | | | 58 | 8,958 |
| Cleveland, Ohio..... | 11 | 19,173 | 280 | 1,099,517 | 14 | 159 | | | 6 | 7,618 | 311 | 1,126,467 |
| Sandusky, Ohio..... | | | 33 | 6,119 | 34 | 676 | | | 2 | 859 | 69 | 7,654 |
| Toledo, Ohio..... | 3 | 1,372 | 18 | 12,226 | 9 | 123 | | | | | 30 | 13,721 |

| | | | | | | | | | | | | |
|---|----|---------|-------|-----------|-----|--------|----|-------|-----|---------|-------|-----------|
| Michigan: | | | | | | | | | | | | |
| Detroit, Mich..... | 6 | 3,384 | 106 | 146,903 | 29 | 645 | | | 66 | 14,447 | 207 | 165,379 |
| Port Huron, Mich..... | 4 | 2,484 | 50 | 27,222 | 9 | 118 | | | 14 | 2,007 | 77 | 31,831 |
| Marquette, Mich..... | 3 | 1,212 | 36 | 3,516 | 60 | 772 | | | 13 | 3,280 | 112 | 8,780 |
| Grand Haven, Mich..... | 2 | 238 | 95 | 39,671 | 207 | 2,297 | | | | | 304 | 42,206 |
| Chicago: Chicago, Ill. ² | 9 | 9,164 | 107 | 83,681 | 93 | 1,549 | | | | | 209 | 94,394 |
| Wisconsin: Milwaukee, Wis. ² | 9 | 3,611 | 116 | 24,759 | 313 | 3,713 | | | 48 | 11,513 | 486 | 43,596 |
| Duluth and Superior: Duluth, Minn. ³ | 30 | 86,809 | 230 | 696,097 | 24 | 353 | | | 118 | 42,268 | 402 | 825,525 |
| Total..... | 86 | 133,100 | 1,353 | 2,468,802 | 875 | 11,450 | 67 | 7,687 | 364 | 102,818 | 2,745 | 2,723,857 |
| WESTERN RIVERS. | | | | | | | | | | | | |
| New Orleans: | | | | | | | | | | | | |
| New Orleans, La. ³ | | | 114 | 24,975 | 215 | 6,948 | | | 6 | 6,019 | 335 | 37,942 |
| Vicksburg, Miss..... | | | 15 | 3,255 | 18 | 284 | | | | | 33 | 3,539 |
| Tennessee: | | | | | | | | | | | | |
| Memphis, Tenn..... | | | 24 | 3,386 | 34 | 493 | | | 2 | 49 | 60 | 3,928 |
| Nashville, Tenn..... | | | 8 | 1,068 | 31 | 377 | | | | | 39 | 1,445 |
| Chattanooga, Tenn..... | | | 11 | 763 | 15 | 177 | | | 31 | 384 | 57 | 1,324 |
| Mobile: Mobile, Ala. ³ | | | 12 | 1,433 | 16 | 171 | | | 3 | 32 | 31 | 1,636 |
| Kentucky: | | | | | | | | | | | | |
| Paducah, Ky..... | | | 7 | 1,361 | 19 | 352 | | | | | 26 | 1,713 |
| Louisville, Ky..... | | | 42 | 6,304 | 79 | 1,149 | | | 6 | 222 | 127 | 7,675 |
| St. Louis: | | | | | | | | | | | | |
| St. Louis, Mo..... | 1 | 29 | 92 | 21,179 | 188 | 2,937 | | | 84 | 1,351 | 365 | 25,496 |
| Kansas City, Mo..... | | | 3 | 164 | 14 | 273 | | | | | 17 | 437 |
| St. Joseph, Mo..... | | | | | 1 | 10 | | | | | 1 | 10 |
| Omaha: Omaha, Nebr..... | | | 5 | 508 | 4 | 95 | | | | | 9 | 603 |
| Dakota: Pembina, N. Dak..... | | | | | 39 | 1,211 | | | 2 | 145 | 41 | 1,356 |
| Montana and Idaho: Great Falls, Mont..... | | | | | 11 | 232 | | | | | 11 | 232 |
| Iowa: | | | | | | | | | | | | |
| Des Moines, Iowa..... | | | 10 | 595 | 18 | 292 | | | 1 | 12 | 29 | 899 |
| Sioux City, Iowa..... | | | | | 3 | 28 | | | | | 3 | 28 |
| Dubuque, Iowa..... | | | 1 | 42 | 13 | 152 | | | 3 | 29 | 17 | 223 |
| Minnesota: St. Paul, Minn..... | | | 3 | 97 | 10 | 178 | | | 9 | 890 | 22 | 1,165 |
| Duluth and Superior: Duluth, Minn. ⁴ | | | 9 | 175 | 8 | 140 | | | 1 | 108 | 18 | 423 |
| Wisconsin: Milwaukee, Wis. ⁴ | | | 2 | 153 | 7 | 130 | | | 1 | 263 | 10 | 546 |
| Chicago: | | | | | | | | | | | | |
| Chicago, Ill. ⁴ | | | 17 | 1,185 | 22 | 337 | | | 4 | 175 | 43 | 1,697 |
| Peoria, Ill..... | | | 13 | 1,801 | 24 | 400 | | | 2 | 354 | 39 | 2,555 |
| Indiana: Evansville, Ind..... | | | 28 | 2,988 | 38 | 841 | | | 7 | 222 | 73 | 4,051 |
| Ohio: Cincinnati, Ohio..... | | | 38 | 8,299 | 44 | 619 | | | 1 | 11 | 83 | 8,929 |
| Pittsburgh: Pittsburgh, Pa..... | 1 | 2,176 | 132 | 22,505 | 78 | 1,264 | | | 7 | 1,050 | 218 | 26,995 |
| Total..... | 2 | 2,205 | 586 | 102,236 | 949 | 19,090 | | | 170 | 11,316 | 1,707 | 134,847 |

² Lake vessels; for vessels in river trade see below.³ Vessels in river trade only; for seagoing vessels see p. 151.⁴ Vessels in river trade only; for lake vessels see above.

No. 11.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES, BY CUSTOMS DISTRICTS, JUNE 30, 1922—Continued.

| Customs district and port in which documented. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Canal boats. | | Barges. | | Total. | |
|--|------------------|-----------|----------------|------------|--------------|---------|--------------|--------|---------|-----------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| SUMMARY. | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 2,964 | 863,615 | 4,954 | 10,137,608 | 5,703 | 201,169 | 345 | 39,929 | 2,642 | 888,361 | 16,608 | 12,130,682 |
| Pacific coast..... | 264 | 288,694 | 1,284 | 2,898,080 | 3,256 | 143,665 | ..... | ..... | 1,494 | 143,142 | 6,298 | 3,473,581 |
| Northern lakes..... | 86 | 133,100 | 1,353 | 2,468,802 | 875 | 11,450 | 67 | 7,687 | 364 | 102,818 | 2,745 | 2,723,857 |
| Western rivers..... | 2 | 2,205 | 586 | 102,236 | 949 | 19,090 | ..... | ..... | 170 | 11,316 | 1,707 | 134,847 |
| Grand total..... | 3,316 | 1,287,614 | 8,177 | 15,606,726 | 10,783 | 375,374 | 412 | 47,616 | 4,670 | 1,145,637 | 27,358 | 18,462,967 |
| Registered..... | 401 | 290,886 | 2,379 | 10,146,772 | 1,462 | 121,231 | ..... | ..... | 1,286 | 165,701 | 5,528 | 10,724,590 |
| Enrolled..... | 1,534 | 980,077 | 5,280 | 5,447,470 | 2,217 | 161,427 | 412 | 47,616 | 3,093 | 976,715 | 12,536 | 7,613,305 |
| Licensed..... | 1,381 | 16,651 | 518 | 12,484 | 7,104 | 92,716 | ..... | ..... | 291 | 3,221 | 9,294 | 125,072 |
| Grand total..... | 3,316 | 1,287,614 | 8,177 | 15,606,726 | 10,783 | 375,374 | 412 | 47,616 | 4,670 | 1,145,637 | 27,358 | 18,462,967 |

**NO. 12.—NUMBER AND GROSS TONNAGE OF SAILING VESSELS, STEAM VESSELS, GAS VESSELS, CANAL BOATS, AND BARGES IN THE UNITED STATES,
BY STATES, JUNE 30, 1922.**

| State or Territory in which documented. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Canal boats. | | Barges. | | Total. | |
|---|------------------|-----------|----------------|------------|--------------|---------|--------------|--------|---------|-----------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Maine..... | 166 | 47,663 | 119 | 79,981 | 460 | 8,893 | 37 | 3,521 | 37 | 3,521 | 782 | 140,058 |
| New Hampshire..... | 3 | 2,272 | 8 | 25,179 | 5 | 65 | — | — | — | — | 16 | 25,166 |
| Vermont..... | — | — | 7 | 2,913 | 3 | 37 | — | — | — | — | 10 | 2,950 |
| Massachusetts..... | 186 | 122,681 | 308 | 485,407 | 516 | 21,768 | 41 | 13,170 | 41 | 13,170 | 1,051 | 643,026 |
| Rhode Island..... | 11 | 6,749 | 48 | 19,398 | 153 | 2,478 | 3 | 169 | 3 | 169 | 215 | 28,794 |
| Connecticut..... | 65 | 15,474 | 143 | 99,981 | 216 | 3,444 | 4 | 463 | 72 | 27,197 | 500 | 146,559 |
| New York..... | 274 | 204,359 | 2,490 | 5,249,298 | 1,180 | 71,165 | 402 | 46,484 | 1,842 | 608,056 | 6,188 | 6,179,362 |
| New Jersey..... | 58 | 24,745 | 87 | 55,118 | 117 | 1,357 | 1 | 155 | 45 | 11,410 | 308 | 92,785 |
| Pennsylvania..... | 271 | 146,995 | 614 | 1,262,036 | 595 | 14,239 | 5 | 514 | 193 | 79,495 | 1,678 | 1,503,279 |
| Delaware..... | 42 | 21,412 | 44 | 49,505 | 44 | 1,044 | — | — | 33 | 14,048 | 163 | 86,009 |
| Maryland..... | 782 | 89,627 | 327 | 766,757 | 357 | 19,636 | — | — | 267 | 63,150 | 1,733 | 939,170 |
| District of Columbia..... | 25 | 1,239 | 19 | 9,116 | 8 | 123 | — | — | — | — | 52 | 10,478 |
| Virginia..... | 226 | 30,027 | 379 | 771,146 | 647 | 13,144 | — | — | 33 | 19,915 | 1,285 | 834,232 |
| North Carolina..... | 120 | 2,833 | 69 | 59,341 | 320 | 6,179 | — | — | 13 | 3,383 | 522 | 71,736 |
| South Carolina..... | 58 | 8,262 | 35 | 23,892 | 147 | 2,117 | — | — | 4 | 3,564 | 244 | 37,835 |
| Georgia..... | 36 | 7,920 | 72 | 121,566 | 58 | 1,808 | — | — | 3 | 1,193 | 169 | 132,487 |
| Florida..... | 190 | 37,607 | 160 | 261,272 | 516 | 12,596 | — | — | 35 | 12,805 | 901 | 324,280 |
| Alabama..... | 50 | 32,099 | 63 | 116,409 | 85 | 1,658 | — | — | 4 | 739 | 202 | 150,905 |
| Mississippi..... | 143 | 11,246 | 29 | 19,683 | 69 | 3,702 | — | — | — | — | 241 | 34,631 |
| Louisiana..... | 95 | 13,550 | 312 | 590,266 | 353 | 10,649 | — | — | 25 | 13,596 | 785 | 628,061 |
| Texas..... | 84 | 39,331 | 161 | 430,727 | 241 | 13,684 | — | — | 102 | 40,759 | 588 | 524,501 |
| Porto Rico..... | 81 | 5,204 | 14 | 21,834 | 21 | 1,064 | — | — | 3 | 118 | 119 | 28,220 |
| Virgin Islands..... | 8 | 149 | 1 | 42 | 2 | 32 | — | — | — | — | 11 | 223 |
| Tennessee..... | — | — | 43 | 5,217 | 80 | 1,047 | — | — | 33 | 433 | 156 | 6,697 |
| Kentucky..... | — | — | 49 | 7,665 | 98 | 1,501 | — | — | 6 | 222 | 153 | 9,388 |
| Missouri..... | 1 | 29 | 95 | 21,343 | 203 | 3,220 | — | — | 84 | 1,351 | 383 | 25,943 |
| Nebraska..... | — | — | 5 | 508 | 4 | 95 | — | — | — | — | 9 | 603 |
| North Dakota..... | — | — | — | — | 39 | 1,201 | — | — | 2 | 145 | 41 | 1,346 |
| Montana..... | — | — | — | — | 11 | 232 | — | — | — | — | 11 | 232 |
| Iowa..... | — | — | 11 | 637 | 34 | 472 | — | — | 4 | 41 | 49 | 1,150 |
| Minnesota..... | 30 | 85,809 | 242 | 696,339 | 42 | 681 | — | — | 128 | 43,266 | 442 | 827,125 |
| Wisconsin..... | 9 | 3,611 | 118 | 24,912 | 320 | 3,843 | — | — | 49 | 11,776 | 496 | 44,142 |
| Michigan..... | 15 | 7,318 | 287 | 217,312 | 305 | 3,832 | — | — | 93 | 19,734 | 700 | 248,196 |
| Illinois..... | 9 | 9,164 | 137 | 86,667 | 139 | 2,286 | — | — | 6 | 529 | 291 | 98,646 |
| Indiana..... | — | — | 28 | 2,988 | 38 | 841 | — | — | 7 | 222 | 73 | 4,051 |
| Ohio..... | 14 | 20,545 | 369 | 1,126,161 | 101 | 1,577 | — | — | 9 | 8,488 | 493 | 1,156,771 |
| California..... | 148 | 181,526 | 555 | 1,617,311 | 747 | 57,256 | — | — | 38 | 8,605 | 1,488 | 1,864,698 |
| Oregon..... | 18 | 28,399 | 217 | 406,271 | 257 | 15,622 | — | — | 10 | 2,439 | 502 | 452,731 |
| Washington..... | 71 | 69,030 | 408 | 827,992 | 1,454 | 53,906 | — | — | 1,169 | 96,044 | 3,102 | 1,046,972 |
| Alaska..... | 13 | 439 | 88 | 30,153 | 771 | 13,904 | — | — | 277 | 36,054 | 1,149 | 80,550 |
| Hawaii..... | 14 | 9,300 | 16 | 16,353 | 27 | 2,977 | — | — | — | — | 57 | 28,630 |
| Total..... | 3,316 | 1,287,614 | 8,177 | 15,606,726 | 10,783 | 372,375 | 412 | 47,616 | 4,670 | 1,145,637 | 27,358 | 18,462,968 |

No. 13.—SAILING, STEAM, AND GAS VESSELS OF THE UNITED STATES, ACCORDING TO SIZE, JUNE 30, 1922.

| Geographical distribution. | Class 0: 5 to 49 tons. | | Class 1: 50 to 99 tons. | | Class 2: 100 to 499 tons. | | Class 3: 500 to 999 tons. | | Class 4: 1,000 to 2,499 tons. | | Class 5: 2,500 to 4,999 tons. | | Class 6: 5,000 tons and over. | | Total. | |
|-----------------------------|---------------------------|---------|----------------------------|---------|------------------------------|---------|------------------------------|---------|----------------------------------|-----------|----------------------------------|-----------|----------------------------------|-----------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| SAILING VESSELS. | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts... | 1,795 | 30,380 | 269 | 18,530 | 265 | 63,615 | 332 | 260,366 | 295 | 464,186 | 8 | 26,538 | ..... | ..... | 2,964 | 863,615 |
| Pacific coast..... | 34 | 690 | 11 | 691 | 33 | 12,054 | 85 | 83,201 | 89 | 157,772 | 12 | 34,286 | ..... | ..... | 264 | 288,694 |
| Northern lakes..... | 3 | 117 | 3 | 245 | 15 | 4,707 | 29 | 18,820 | 10 | 16,830 | 24 | 82,303 | 2 | 10,078 | 86 | 133,100 |
| Western rivers..... | 1 | 29 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 2,176 | ..... | ..... | ..... | ..... | 2 | 2,205 |
| Total..... | 1,833 | 31,216 | 283 | 19,466 | 313 | 80,376 | 446 | 362,387 | 395 | 640,964 | 44 | 143,127 | 2 | 10,078 | 3,316 | 1,287,614 |
| STEAM VESSELS. | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts... | 677 | 20,968 | 656 | 49,098 | 1,235 | 284,824 | 203 | 148,570 | 429 | 853,315 | 863 | 2,884,651 | 891 | 5,896,182 | 4,954 | 10,137,608 |
| Pacific coast..... | 147 | 4,120 | 136 | 10,290 | 260 | 68,229 | 147 | 107,287 | 120 | 201,466 | 183 | 579,413 | 291 | 1,927,275 | 1,284 | 2,898,080 |
| Northern lakes..... | 400 | 11,171 | 207 | 15,887 | 142 | 36,466 | 69 | 49,980 | 114 | 223,238 | 235 | 901,123 | 186 | 1,230,937 | 1,353 | 2,468,802 |
| Western rivers..... | 146 | 4,429 | 210 | 15,980 | 183 | 39,841 | 32 | 21,819 | 15 | 20,167 | ..... | ..... | ..... | ..... | 586 | 102,236 |
| Total..... | 1,370 | 40,688 | 1,209 | 91,255 | 1,820 | 429,360 | 451 | 327,656 | 678 | 1,298,186 | 1,281 | 4,365,187 | 1,368 | 9,054,394 | 8,177 | 15,606,726 |
| GAS VESSELS. | | | | | | | | | | | | | | | | |
| Atlantic and Gulf coasts... | 5,331 | 79,988 | 194 | 13,499 | 135 | 24,867 | 12 | 7,999 | 22 | 37,657 | 7 | 22,654 | 2 | 14,506 | 5,703 | 201,170 |
| Pacific coast..... | 2,967 | 53,652 | 194 | 13,277 | 64 | 13,707 | 8 | 6,092 | 14 | 25,169 | 8 | 23,869 | 1 | 7,899 | 3,256 | 143,665 |
| Northern lakes..... | 842 | 9,956 | 30 | 1,071 | 3 | 423 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 875 | 11,450 |
| Western rivers..... | 913 | 13,928 | 29 | 2,039 | 5 | 2,052 | 2 | 1,071 | ..... | ..... | ..... | ..... | ..... | ..... | 949 | 19,090 |
| Total..... | 10,053 | 157,524 | 447 | 29,886 | 207 | 41,049 | 22 | 15,162 | 36 | 62,826 | 15 | 46,523 | 3 | 22,405 | 10,783 | 375,375 |
| Grand total..... | 13,256 | 229,428 | 1,939 | 140,607 | 2,340 | 550,785 | 919 | 705,205 | 1,109 | 2,001,976 | 1,340 | 4,554,837 | 1,373 | 9,086,877 | 22,276 | 17,269,715 |

NO. 14.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE COD AND MACKEREL FISHERIES, BY CUSTOMS DISTRICTS, JUNE 30, 1922.

| Customs district and port in which documented. | Sailing. | | | | Steam. | | | | Gas. | | | | Total. | |
|---|-----------|-------|-----------|-------|-----------|--------|-----------|-------|-----------|--------|-----------|-------|--------|--------|
| | Enrolled. | | Licensed. | | Enrolled. | | Licensed. | | Enrolled. | | Licensed. | | | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Maine and New Hamp- shire: | | | | | | | | | | | | | | |
| Eastport, Me. | | | | | | | | | 1 | 21 | 1 | 25 | 2 | 46 |
| Machias, Me. | | | | | | | | | | | 1 | 8 | 1 | 8 |
| Ellsworth, Me. | | | 1 | 7 | | | | | | | 1 | 11 | 2 | 18 |
| Southwest Harbor, Me. | | | 3 | 20 | | | | | | | 14 | 134 | 17 | 154 |
| Bangor, Me. | 1 | 121 | 1 | 24 | | | | | | | 1 | 5 | 3 | 150 |
| Belfast, Me. | | | | | | | | | | | 4 | 38 | 4 | 38 |
| Rockland, Me. | | | 3 | 26 | 20 | 8,009 | | | | | 27 | 282 | 50 | 8,317 |
| Boothbay, Me. | | | | | | | | | | | 15 | 214 | 15 | 214 |
| Bath, Me. | | | | | | | | | | | 2 | 13 | 2 | 13 |
| Portland, Me. | | | | | 2 | 525 | 1 | 21 | 10 | 625 | 31 | 457 | 44 | 1,628 |
| Portsmouth, N. H. | | | 1 | 5 | | | | | | | 1 | 8 | 2 | 13 |
| Massachusetts: | | | | | | | | | | | | | | |
| Gloucester, Mass. | 10 | 1,326 | 2 | 22 | 4 | 1,049 | 5 | 155 | 71 | 8,093 | 80 | 1,505 | 172 | 12,150 |
| Boston, Mass. | 5 | 657 | 3 | 26 | 21 | 5,431 | 2 | 77 | 26 | 2,217 | 34 | 621 | 91 | 9,029 |
| Plymouth, Mass. | | | 1 | 12 | | | | | | | | | 1 | 12 |
| Provincetown, Mass. | 1 | 70 | | | 1 | 82 | | | 4 | 310 | 34 | 558 | 40 | 1,020 |
| Vineyard Haven, Mass. | | | | | | | 1 | 22 | 2 | 66 | 20 | 421 | 23 | 509 |
| New Bedford, Mass. | | | | | | | | | 2 | 99 | 6 | 164 | 8 | 263 |
| Fall River, Mass. | | | | | | | | | | | 1 | 16 | 1 | 16 |
| New York: | | | | | | | | | | | | | | |
| Greenport, N. Y. | | | 5 | 40 | | | | | | | 2 | 19 | 7 | 59 |
| San Francisco: | | | | | | | | | | | | | | |
| San Francisco, Calif. | 3 | 1,152 | | | | | | | | | | | 3 | 1,152 |
| Oregon: | | | | | | | | | | | | | | |
| Astoria, Oreg. | | | | | | | | | 1 | 35 | 2 | 45 | 3 | 80 |
| Portland, Oreg. | | | | | | | | | | | 1 | 7 | 1 | 7 |
| Washington: | | | | | | | | | | | | | | |
| Seattle, Wash. | 3 | 757 | | | | | | | | | | | 3 | 757 |
| Total. | 23 | 4,083 | 20 | 182 | 48 | 15,096 | 9 | 275 | 117 | 11,466 | 278 | 4,551 | 495 | 35,653 |

NO. 15.—NUMBER AND GROSS TONNAGE OF VESSELS OF THE UNITED STATES ENGAGED IN THE WHALE FISHERIES, BY PORTS, JUNE 30, 1922.

| Port. | Sailing. | | Steam. | | Gas. | | Total. | |
|---|----------|-------|--------|-------|------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Massachusetts: | | | | | | | | |
| Provincetown, Mass. | 2 | 460 | | | | | 2 | 460 |
| New Bedford, Mass. | 7 | 1,098 | | | | | 7 | 1,098 |
| San Francisco: San Francisco, Calif. | | | 4 | 492 | 2 | 931 | 6 | 1,423 |
| Oregon: Astoria, Oreg. | | | | | 1 | 22 | 1 | 22 |
| Washington: Seattle, Wash. | | | 5 | 654 | | | 5 | 654 |
| Alaska: Juneau, Alaska. | | | 3 | 482 | | | 3 | 482 |
| Total. | 9 | 1,558 | 12 | 1,628 | 3 | 953 | 24 | 4,139 |

No. 16.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT AND THE FISHERIES,

| Year ended— | Foreign trade. | | Coasting trade. | | | | | | Whale fisheries. | |
|------------------------------|----------------|-----------------------|-----------------|-------------|-----------|---------|--------|-------------|------------------|-------|
| | Registered. | | Enrolled. | | Licensed. | | Total. | | Registered. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Dec. 31, 1789..... | | 123, 893 | | 68, 607 | | | | 68, 607 | | |
| 1790..... | | 346, 254 | | 103, 775 | | | | 103, 775 | | |
| 1791..... | | 363, 110 | | 106, 494 | | | | 106, 494 | | |
| 1792..... | | 411, 438 | | 120, 957 | | | | 120, 957 | | |
| 1793..... | | 367, 734 | | 114, 853 | | 7, 218 | | 122, 071 | | |
| 1794..... | | 438, 863 | | 145, 601 | | 16, 977 | | 162, 578 | | |
| 1795..... | | 529, 471 | | 164, 796 | | 19, 602 | | 184, 397 | | |
| 1796..... | | 576, 733 | | 195, 424 | | 22, 417 | | 217, 841 | | |
| 1797..... | | 597, 777 | | 214, 077 | | 23, 326 | | 237, 403 | | |
| 1798..... | | 603, 376 | | 227, 344 | | 24, 099 | | 251, 443 | | |
| 1799..... | | 657, 142 | | 220, 904 | | 25, 736 | | 246, 640 | 5, 055 | |
| 1800..... | | 667, 107 | | 345, 295 | | 27, 197 | | 272, 492 | 2, 814 | |
| 1801..... | | ¹ 630, 558 | | 246, 255 | | 28, 296 | | 274, 551 | 2, 349 | |
| 1802..... | | ¹ 557, 760 | | 260, 543 | | 29, 080 | | 289, 623 | 2, 621 | |
| 1803..... | | 585, 910 | | 268, 676 | | 30, 384 | | 299, 060 | 11, 247 | |
| 1804..... | | 660, 514 | | 286, 840 | | 30, 697 | | 317, 537 | 12, 016 | |
| 1805..... | | 744, 224 | | 301, 366 | | 31, 297 | | 332, 663 | 5, 117 | |
| 1806..... | | 798, 507 | | 309, 977 | | 30, 563 | | 340, 540 | 9, 778 | |
| 1807..... | | 840, 163 | | 318, 190 | | 30, 838 | | 349, 028 | 8, 144 | |
| 1808..... | | 765, 252 | | 387, 684 | | 33, 135 | | 420, 819 | 3, 802 | |
| 1809..... | | 906, 855 | | 371, 501 | | 33, 662 | | 405, 163 | 3, 204 | |
| 1810..... | | 981, 019 | | 371, 114 | | 34, 233 | | 405, 347 | 3, 250 | |
| 1811..... | | ¹ 763, 607 | | 386, 259 | | 34, 103 | | 420, 362 | 5, 245 | |
| 1812..... | | 758, 630 | | 443, 181 | | 34, 791 | | 477, 972 | 1, 988 | |
| 1813..... | | 672, 700 | | 433, 405 | | 37, 704 | | 471, 109 | 2, 153 | |
| 1814..... | | 674, 033 | | 425, 714 | | 40, 445 | | 466, 159 | | |
| 1815..... | | 824, 295 | | 435, 067 | | 40, 599 | | 475, 666 | | |
| 1816..... | | 800, 760 | | 479, 979 | | 42, 186 | | 522, 165 | | |
| 1817..... | | 804, 851 | | 481, 458 | | 43, 572 | | 525, 030 | 4, 874 | |
| 1818..... | | ² 589, 944 | | 503, 140 | | 46, 234 | | 549, 374 | 16, 135 | |
| 1819..... | | 581, 230 | | 523, 556 | | 47, 502 | | 571, 058 | 31, 700 | |
| 1820..... | | 583, 657 | | 539, 080 | | 48, 945 | | 588, 025 | 35, 391 | |
| 1821..... | | 593, 825 | | 559, 436 | | 55, 409 | | 614, 845 | 26, 071 | |
| 1822..... | | 582, 701 | | 573, 080 | | 51, 109 | | 624, 189 | 45, 449 | |
| 1823..... | | 600, 003 | | 566, 409 | | 51, 396 | | 617, 805 | 39, 918 | |
| 1824..... | | 636, 807 | | 589, 223 | | 52, 340 | | 641, 563 | 33, 166 | |
| 1825..... | | 665, 409 | | 587, 273 | | 53, 588 | | 640, 861 | 35, 379 | |
| 1826..... | | 696, 221 | | 666, 420 | | 55, 910 | | 722, 330 | 41, 757 | |
| 1827..... | | 701, 517 | | 732, 938 | | 56, 221 | | 789, 159 | 45, 653 | |
| 1828..... | | 757, 998 | | 787, 226 | | 55, 680 | | 842, 906 | 54, 621 | |
| 1829..... | | ² 592, 859 | | 490, 468 | | 18, 390 | | 508, 858 | 57, 284 | |
| 1830..... | | ² 537, 563 | | 496, 640 | | 20, 339 | | 516, 979 | 38, 912 | |
| 1831..... | | 538, 136 | | 516, 086 | | 23, 638 | | 539, 724 | 82, 316 | |
| 1832..... | | 614, 121 | | 624, 159 | | 25, 468 | | 649, 627 | 72, 869 | |
| 1833..... | | 648, 869 | | 717, 423 | | 26, 776 | | 744, 199 | 101, 158 | |
| 1834..... | | 749, 378 | | 755, 463 | | 28, 156 | | 783, 619 | 108, 060 | |
| Sept. 30, 1835 (9 mos.)..... | | 788, 173 | | 769, 795 | | 27, 543 | | 797, 338 | 97, 649 | |
| 1836..... | | 753, 094 | | 846, 116 | | 26, 907 | | 873, 023 | 144, 681 | |
| 1837..... | | 683, 205 | | 927, 250 | | 29, 731 | | 956, 981 | 127, 242 | |
| 1838..... | | 702, 962 | | 1, 008, 146 | | 32, 959 | | 1, 041, 105 | 119, 630 | |
| 1839..... | | 702, 400 | | 1, 120, 311 | | 33, 241 | | 1, 153, 552 | 131, 845 | |
| 1840..... | | 762, 838 | | 1, 144, 664 | | 32, 030 | | 1, 176, 694 | 136, 927 | |
| 1841..... | | 788, 398 | | 1, 076, 036 | | 31, 032 | | 1, 107, 068 | 157, 405 | |
| 1842..... | | 832, 746 | | 1, 018, 253 | | 27, 500 | | 1, 045, 753 | 151, 613 | |
| June 30, 1843 (9 mos.)..... | | 856, 930 | | 1, 048, 209 | | 27, 947 | | 1, 076, 156 | 152, 375 | |
| 1844..... | | 900, 471 | | 1, 078, 868 | | 30, 747 | | 1, 109, 615 | 168, 294 | |
| 1845..... | | 904, 476 | | 1, 190, 898 | | 32, 320 | | 1, 223, 218 | 190, 696 | |
| 1846..... | | 943, 307 | | 1, 289, 871 | | 25, 706 | | 1, 315, 577 | 186, 980 | |
| 1847..... | | 1, 047, 454 | | 1, 452, 623 | | 35, 978 | | 1, 488, 601 | 193, 859 | |
| 1848..... | | 1, 168, 707 | | 1, 620, 988 | | 38, 329 | | 1, 659, 317 | 192, 180 | |
| 1849..... | | 1, 258, 756 | | 1, 731, 411 | | 38, 965 | | 1, 770, 376 | 180, 186 | |
| 1850..... | | 1, 439, 694 | | 1, 755, 797 | | 42, 028 | | 1, 797, 825 | 146, 017 | |
| 1851..... | | 1, 544, 663 | | 1, 854, 318 | | 45, 658 | | 1, 899, 976 | 181, 644 | |

¹ The decrease of registered tonnage for the years 1801, 1802, and 1811 is due largely, if not entirely, to clerical corrections. (American State Papers, Commerce and Navigation, 1801-2, vol. 1, pp. 494-499, 528-546.)

² The decrease of tonnage in the years 1818, 1829, and 1830 arises principally from the registered tonnage, having been corrected by striking off all vessels the registers of which were granted prior to 1815, which were supposed by the collectors to have been lost at sea, captured, etc.—Joseph Nourse, Register of the Treasury (American State Papers, Vol. II, p. 648), and Pitkin (Commerce of the United States, edition 1835, p. 351).

MARINE EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE,
1789-1922.

| Whale fisheries. | | | | Cod and mackerel fisheries. | | | | | | Total merchant marine. | | | Year. |
|------------------|---------|--------|-----|-----------------------------|-----|-----------|-----|---------|-----|------------------------|-----|-------------------|-------|
| Enrolled. | | Total. | | Enrolled. | | Licensed. | | Total. | | | | | |
| Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | |
| | | | | 9,062 | | | | 9,062 | | 201,562 | | ³ 1789 | |
| | | | | 28,348 | | | | 28,348 | | 478,377 | | ³ 1790 | |
| | | | | 32,542 | | | | 32,542 | | 502,146 | | ³ 1791 | |
| | | | | 32,062 | | | | 32,062 | | 564,457 | | ³ 1792 | |
| | | | | 28,974 | | 1,985 | | 30,959 | | 520,764 | | 1793 | |
| 4,129 | 4,129 | | | 17,498 | | 5,550 | | 23,048 | | 628,618 | | 1794 | |
| 3,163 | 3,163 | | | 24,887 | | 6,046 | | 30,933 | | 747,965 | | 1795 | |
| 2,364 | 2,364 | | | 28,509 | | 6,453 | | 34,962 | | 831,900 | | 1796 | |
| 1,104 | 1,104 | | | 33,406 | | 7,222 | | 40,628 | | 876,912 | | 1797 | |
| 763 | 763 | | | 35,477 | | 7,269 | | 42,746 | | 898,328 | | 1798 | |
| 592 | 5,647 | | | 23,933 | | 6,046 | | 29,979 | | 939,408 | | 1799 | |
| 652 | 3,466 | | | 22,307 | | 7,120 | | 29,427 | | 972,492 | | 1800 | |
| 736 | 3,085 | | | 31,280 | | 8,102 | | 39,382 | | 947,576 | | 1801 | |
| 580 | 3,201 | | | 32,988 | | 8,534 | | 41,522 | | 892,106 | | 1802 | |
| 1,143 | 12,390 | | | 43,416 | | 8,396 | | 51,812 | | 949,172 | | 1803 | |
| 323 | 12,339 | | | 43,088 | | 8,926 | | 52,014 | | 1,042,404 | | 1804 | |
| 898 | 6,015 | | | 48,479 | | 8,986 | | 57,465 | | 1,140,367 | | 1805 | |
| 729 | 10,507 | | | 50,353 | | 8,830 | | 59,183 | | 1,208,737 | | 1806 | |
| 907 | 9,051 | | | 60,690 | | 9,616 | | 70,306 | | 1,268,548 | | 1807 | |
| 724 | 4,526 | | | 43,598 | | 8,400 | | 51,998 | | 1,242,595 | | 1808 | |
| 573 | 3,777 | | | 26,110 | | 8,377 | | 34,487 | | 1,350,282 | | 1809 | |
| 339 | 3,589 | | | 26,251 | | 8,577 | | 34,828 | | 1,424,783 | | 1810 | |
| 54 | 5,299 | | | 34,361 | | 8,873 | | 43,234 | | 1,232,502 | | 1811 | |
| 942 | 2,930 | | | 21,822 | | 8,637 | | 30,459 | | 1,269,997 | | 1812 | |
| 789 | 2,942 | | | 11,255 | | 8,622 | | 19,877 | | 1,166,628 | | 1813 | |
| 562 | 562 | | | 8,863 | | 8,992 | | 17,855 | | 1,159,209 | | 1814 | |
| 1,230 | 1,230 | | | 26,510 | | 10,427 | | 36,937 | | 1,368,128 | | 1815 | |
| 1,168 | 1,168 | | | 37,879 | | 10,247 | | 48,126 | | 1,372,219 | | 1816 | |
| 350 | 5,224 | | | 53,990 | | 10,817 | | 64,807 | | 1,399,912 | | 1817 | |
| 615 | 16,750 | | | 58,552 | | 10,555 | | 69,107 | | 1,225,185 | | 1818 | |
| 686 | 32,386 | | | 65,045 | | 11,033 | | 76,078 | | 1,260,752 | | 1819 | |
| 1,054 | 36,445 | | | 60,843 | | 11,197 | | 72,040 | | 1,280,167 | | 1820 | |
| 1,924 | 27,995 | | | 51,352 | | 10,941 | | 62,293 | | 1,298,958 | | 1821 | |
| 3,134 | 48,583 | | | 58,405 | | 10,821 | | 69,226 | | 1,324,699 | | 1822 | |
| 585 | 40,503 | | | 67,041 | | 11,214 | | 78,255 | | 1,336,566 | | 1823 | |
| 180 | 33,346 | | | 68,239 | | 9,208 | | 77,447 | | 1,389,163 | | 1824 | |
| | 35,379 | | | 70,626 | | 10,836 | | 81,462 | | 1,423,111 | | 1825 | |
| 227 | 41,984 | | | 63,535 | | 10,121 | | 73,656 | | 1,534,191 | | 1826 | |
| 339 | 45,992 | | | 73,709 | | 10,230 | | 83,939 | | 1,620,607 | | 1827 | |
| 180 | 54,801 | | | 74,765 | | 10,922 | | 85,687 | | 1,741,392 | | 1828 | |
| | 57,284 | | | 97,889 | | 3,908 | | 101,797 | | 1,260,798 | | 1829 | |
| 793 | 39,705 | | | 94,014 | | 3,515 | | 97,529 | | 1,191,776 | | 1830 | |
| 481 | 82,797 | | | 103,450 | | 3,739 | | 107,189 | | 1,267,846 | | 1831 | |
| 377 | 73,246 | | | 99,153 | | 3,303 | | 102,456 | | 1,439,450 | | 1832 | |
| 478 | 101,636 | | | 107,295 | | 4,152 | | 111,447 | | 1,606,151 | | 1833 | |
| 364 | 108,424 | | | 113,555 | | 3,931 | | 117,486 | | 1,758,907 | | 1834 | |
| | 97,649 | | | 136,817 | | 4,964 | | 141,781 | | 1,824,941 | | 1835 | |
| 1,573 | 146,254 | | | 104,838 | | 4,893 | | 109,731 | | 1,882,102 | | 1836 | |
| 1,895 | 129,137 | | | 121,866 | | 5,497 | | 127,363 | | 1,896,606 | | 1837 | |
| 5,230 | 124,860 | | | 120,623 | | 6,090 | | 126,713 | | 1,995,640 | | 1838 | |
| 440 | 132,285 | | | 101,151 | | 7,091 | | 108,242 | | 2,096,479 | | 1839 | |
| | 136,927 | | | 96,196 | | 8,109 | | 104,305 | | 2,180,764 | | 1840 | |
| | 157,405 | | | 71,877 | | 5,996 | | 77,783 | | 2,130,744 | | 1841 | |
| 377 | 151,990 | | | 66,039 | | 4,863 | | 70,902 | | 2,092,391 | | 1842 | |
| 142 | 152,517 | | | 66,677 | | 6,323 | | 73,000 | | 2,158,603 | | 1843 | |
| 320 | 168,614 | | | 94,350 | | 7,046 | | 101,396 | | 2,280,096 | | 1844 | |
| 207 | 190,903 | | | 91,240 | | 7,165 | | 98,405 | | 2,417,002 | | 1845 | |
| 440 | 187,420 | | | 108,979 | | 6,802 | | 115,781 | | 2,562,085 | | 1846 | |
| | 193,859 | | | 101,629 | | 7,503 | | 109,132 | | 2,839,046 | | 1847 | |
| 433 | 192,613 | | | 126,210 | | 7,195 | | 133,405 | | 3,154,042 | | 1848 | |
| | 180,186 | | | 116,824 | | 7,874 | | 124,698 | | 3,334,016 | | 1849 | |
| | 146,017 | | | 143,758 | | 8,160 | | 151,918 | | 3,535,454 | | 1850 | |
| | 181,644 | | | 138,015 | | 8,141 | | 146,166 | | 3,772,439 | | 1851 | |

³ Joseph Nourse, Register of the Treasury, under date of Feb. 1, 1812, stated: "As there were not any accounts kept at the Treasury of the district tonnage of the United States prior to the operation of the acts of Dec. 31, 1792, and Feb. 18, 1793, the statement in which is exhibited the tonnage for the years 1789, 1790, 1791, and 1792 has been formed from the accounts of tonnage on which duties were collected for those years."

**NO. 16.—DOCUMENTED TONNAGE OF THE UNITED STATES MERCHANT
AND THE FISHERIES,**

| Year ended— | Foreign trade. | | Coasting trade. | | | | | | | | Whale fisheries. | |
|---------------|----------------|--------|-----------------|-------|-----------|-------|--------|-------|-----|-------|------------------|-------|
| | Registered. | | Enrolled. | | Licensed. | | Total. | | | | Registered. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| June 30, 1852 | 1,705 | 650 | 2,008 | 922 | 47 | 851 | 2,055 | 873 | 193 | 798 | 193 | 798 |
| 1853 | 1,910 | 471 | 2,082 | 782 | 51 | 476 | 2,134 | 258 | 193 | 203 | 193 | 203 |
| 1854 | 2,151 | 918 | 2,273 | 900 | 48 | 214 | 2,322 | 114 | 181 | 901 | 181 | 901 |
| 1855 | 2,348 | 558 | 2,491 | 108 | 52 | 147 | 2,543 | 255 | 186 | 778 | 186 | 778 |
| 1856 | 2,302 | 190 | 2,211 | 935 | 35 | 728 | 2,247 | 663 | 189 | 213 | 189 | 213 |
| 1857 | 2,268 | 196 | 2,300 | 399 | 36 | 210 | 2,336 | 609 | 195 | 772 | 195 | 772 |
| 1858 | 2,301 | 148 | 2,361 | 596 | 39 | 624 | 2,401 | 220 | 198 | 594 | 198 | 594 |
| 1859 | 2,321 | 674 | 2,439 | 320 | 41 | 609 | 2,480 | 929 | 185 | 728 | 185 | 728 |
| 1860 | 2,379 | 396 | 2,599 | 319 | 45 | 548 | 2,644 | 867 | 166 | 841 | 166 | 841 |
| 1861 | 2,496 | 894 | 2,657 | 293 | 47 | 251 | 2,704 | 544 | 145 | 734 | 145 | 734 |
| 1862 | 2,173 | 537 | 2,578 | 546 | 38 | 170 | 2,616 | 716 | 117 | 714 | 117 | 714 |
| 1863 | 1,926 | 886 | 2,918 | 614 | 42 | 019 | 2,960 | 633 | 99 | 228 | 99 | 228 |
| 1864 | 1,486 | 749 | 3,204 | 227 | 41 | 038 | 3,245 | 265 | 95 | 145 | 95 | 145 |
| 1865 | 1,518 | 550 | 3,353 | 657 | 27 | 865 | 3,381 | 522 | 84 | 233 | 84 | 233 |
| 1866 | 1,387 | 756 | 2,689 | 152 | 30 | 469 | 2,719 | 621 | 105 | 170 | 105 | 170 |
| 1867 | 1,515 | 648 | 2,627 | 151 | 33 | 239 | 2,660 | 390 | 52 | 384 | 52 | 384 |
| 1868 | 3,067 | 1,487 | 18,971 | 2,658 | 3,560 | 43 | 22,531 | 2,702 | 140 | 349 | 78 | 486 |
| 1869 | 2,970 | 1,496 | 18,630 | 2,470 | 3,853 | 44 | 22,492 | 2,515 | 515 | 311 | 70 | 202 |
| 1870 | 2,643 | 1,448 | 19,964 | 2,595 | 3,800 | 42 | 23,764 | 2,638 | 247 | 299 | 67 | 954 |
| 1871 | 2,472 | 1,363 | 20,817 | 2,722 | 3,687 | 42 | 24,504 | 2,764 | 600 | 249 | 61 | 490 |
| 1872 | 2,482 | 1,359 | 21,991 | 2,883 | 4,039 | 45 | 26,030 | 2,929 | 552 | 217 | 51 | 608 |
| 1873 | 2,572 | 1,378 | 23,326 | 3,116 | 4,134 | 46 | 27,460 | 3,163 | 220 | 187 | 44 | 755 |
| 1874 | 2,566 | 1,389 | 23,258 | 3,243 | 4,401 | 49 | 27,659 | 3,293 | 439 | 162 | 39 | 108 |
| 1875 | 2,816 | 1,515 | 22,654 | 3,169 | 4,462 | 50 | 27,116 | 3,219 | 698 | 165 | 38 | 229 |
| 1876 | 2,838 | 1,553 | 26,025 | 2,547 | 4,589 | 51 | 30,614 | 2,598 | 835 | 171 | 39 | 116 |
| 1877 | 2,870 | 1,570 | 25,428 | 2,488 | 4,682 | 52 | 30,110 | 2,540 | 322 | 179 | 40 | 593 |
| 1878 | 2,855 | 1,589 | 25,082 | 2,444 | 4,710 | 52 | 30,792 | 2,497 | 170 | 182 | 39 | 700 |
| 1879 | 2,532 | 1,451 | 25,286 | 2,545 | 4,763 | 53 | 30,047 | 2,598 | 182 | 185 | 40 | 628 |
| 1880 | 2,204 | 1,314 | 15,263 | 2,584 | 4,748 | 53 | 20,011 | 2,637 | 686 | 174 | 38 | 408 |
| 1881 | 2,153 | 1,297 | 14,602 | 2,590 | 5,017 | 55 | 19,619 | 2,646 | 011 | 173 | 38 | 551 |
| 1882 | 2,039 | 1,259 | 15,007 | 2,740 | 5,086 | 55 | 20,093 | 2,795 | 776 | 146 | 32 | 802 |
| 1883 | 2,033 | 1,269 | 14,546 | 2,774 | 5,248 | 64 | 19,794 | 2,838 | 354 | 141 | 32 | 414 |
| 1884 | 2,006 | 1,276 | 14,372 | 2,813 | 5,482 | 70 | 19,854 | 2,884 | 038 | 21 | 27 | 249 |
| 1885 | 2,004 | 1,262 | 14,303 | 2,822 | 5,735 | 72 | 20,041 | 2,895 | 371 | 113 | 25 | 184 |
| 1886 | 1,665 | 1,088 | 14,187 | 2,865 | 5,839 | 73 | 20,026 | 2,939 | 252 | 104 | 23 | 138 |
| 1887 | 1,512 | 989 | 13,871 | 2,935 | 5,978 | 55 | 19,849 | 3,010 | 735 | 109 | 26 | 151 |
| 1888 | 1,433 | 919 | 14,128 | 3,096 | 6,034 | 75 | 20,162 | 3,172 | 120 | 97 | 24 | 482 |
| 1889 | 1,595 | 999 | 14,221 | 3,133 | 6,180 | 77 | 20,401 | 3,211 | 416 | 88 | 21 | 976 |
| 1890 | 1,451 | 928 | 14,223 | 3,330 | 6,258 | 79 | 20,481 | 3,409 | 435 | 76 | 18 | 633 |
| 1891 | 1,516 | 988 | 14,426 | 3,529 | 6,403 | 80 | 20,829 | 3,609 | 876 | 71 | 17 | 231 |
| 1892 | 1,459 | 977 | 14,646 | 3,617 | 6,657 | 83 | 21,301 | 3,700 | 773 | 73 | 17 | 052 |
| 1893 | 1,272 | 885 | 14,814 | 3,770 | 6,788 | 84 | 21,602 | 3,854 | 693 | 71 | 16 | 604 |
| 1894 | 1,279 | 899 | 13,834 | 3,611 | 6,787 | 84 | 20,630 | 3,696 | 276 | 71 | 16 | 482 |
| 1895 | 1,193 | 822 | 13,641 | 3,644 | 6,741 | 84 | 20,382 | 3,728 | 714 | 67 | 15 | 839 |
| 1896 | 1,193 | 829 | 13,250 | 3,702 | 6,780 | 87 | 20,010 | 3,790 | 296 | 64 | 15 | 121 |
| 1897 | 1,176 | 792 | 12,998 | 3,808 | 6,804 | 88 | 19,802 | 3,896 | 826 | 54 | 12 | 714 |
| 1898 | 1,084 | 726 | 13,154 | 3,873 | 6,936 | 85 | 20,090 | 3,959 | 702 | 52 | 11 | 496 |
| 1899 | 1,283 | 837 | 12,961 | 3,878 | 7,019 | 86 | 19,980 | 3,965 | 313 | 48 | 11 | 017 |
| 1900 | 1,288 | 816 | 13,241 | 4,195 | 7,327 | 90 | 20,568 | 4,286 | 516 | 42 | 9 | 899 |
| 1901 | 1,286 | 879 | 13,632 | 4,488 | 7,637 | 94 | 21,269 | 4,582 | 645 | 41 | 9 | 534 |
| 1902 | 1,190 | 873 | 13,643 | 4,761 | 7,873 | 96 | 21,516 | 4,858 | 714 | 36 | 9 | 320 |
| 1903 | 1,134 | 879 | 13,660 | 5,041 | 8,085 | 99 | 21,746 | 5,141 | 037 | 36 | 9 | 512 |
| 1904 | 1,166 | 888 | 13,700 | 5,234 | 8,159 | 100 | 21,859 | 5,335 | 164 | 38 | 10 | 140 |
| 1905 | 1,333 | 943 | 13,560 | 5,340 | 8,228 | 101 | 21,788 | 5,441 | 688 | 39 | 10 | 763 |
| 1906 | 1,401 | 928 | 13,617 | 5,570 | 8,428 | 103 | 22,045 | 5,674 | 044 | 40 | 11 | 020 |
| 1907 | 1,399 | 861 | 13,607 | 5,905 | 8,420 | 103 | 22,027 | 6,010 | 601 | 35 | 9 | 680 |
| 1908 | 1,553 | 930 | 13,643 | 6,293 | 8,808 | 108 | 22,451 | 6,371 | 862 | 38 | 9 | 655 |
| 1909 | 1,600 | 878 | 13,640 | 6,339 | 9,069 | 111 | 22,709 | 6,451 | 042 | 33 | 8 | 982 |
| 1910 | 1,490 | 782 | 13,654 | 6,554 | 9,328 | 114 | 22,982 | 6,668 | 966 | 36 | 9 | 308 |
| 1911 | 1,669 | 863 | 13,558 | 6,602 | 9,596 | 117 | 23,124 | 6,720 | 313 | 34 | 9 | 176 |
| 1912 | 1,977 | 923 | 13,563 | 6,615 | 9,829 | 121 | 23,392 | 6,737 | 045 | 35 | 8 | 876 |
| 1913 | 2,261 | 1,019 | 13,682 | 6,692 | 10,022 | 124 | 23,704 | 6,816 | 980 | 39 | 8 | 611 |
| 1914 | 2,360 | 1,066 | 13,577 | 6,692 | 9,985 | 126 | 23,562 | 6,818 | 363 | 45 | 9 | 864 |
| 1915 | 2,753 | 1,862 | 13,115 | 6,360 | 9,957 | 126 | 23,072 | 6,486 | 384 | 39 | 8 | 829 |
| 1916 | 3,101 | 2,185 | 12,727 | 6,119 | 9,900 | 125 | 22,627 | 6,244 | 550 | 33 | 6 | 707 |
| 1917 | 3,453 | 2,440 | 12,680 | 6,269 | 9,590 | 123 | 22,270 | 6,392 | 583 | 30 | 5 | 623 |
| 1918 | 3,983 | 3,599 | 12,583 | 6,161 | 9,411 | 121 | 21,994 | 6,282 | 474 | 27 | 4 | 493 |
| 1919 | 5,005 | 6,665 | 12,429 | 6,078 | 9,429 | 122 | 21,858 | 6,201 | 426 | 26 | 4 | 350 |
| 1920 | 5,932 | 9,924 | 12,181 | 6,235 | 9,463 | 124 | 21,644 | 6,357 | 706 | 26 | 3 | 901 |
| 1921 | 5,951 | 11,077 | 12,313 | 7,040 | 9,165 | 122 | 21,478 | 7,163 | 136 | 25 | 2 | 292 |
| 1922 | 5,504 | 10,720 | 12,348 | 7,582 | 9,887 | 120 | 21,335 | 7,702 | 724 | 24 | 4 | 139 |

MARINE EMPLOYED IN THE FOREIGN TRADE, THE COASTING TRADE,
1789-1922—Continued.

| Whale fisheries. | | | | Cod and mackerel fisheries. | | | | | | Total merchant marine. | | Year. |
|------------------|-----|---------|--------|-----------------------------|--------|-----------|--------|---------|---------|------------------------|------------|-------|
| Enrolled. | | Total. | | Enrolled. | | Licensed. | | Total. | | No. | Tons. | |
| Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | | | | |
| | | 193,798 | | 175,205 | | 7,914 | | 183,119 | | 4,138,440 | 1852 | |
| | | 193,203 | | 159,840 | | 9,238 | | 169,078 | | 4,407,010 | 1853 | |
| | | 181,901 | | 137,235 | | 9,734 | | 146,969 | | 4,802,902 | 1854 | |
| 70 | | 186,848 | | 124,553 | | 8,987 | | 133,540 | | 5,212,001 | 1855 | |
| 248 | | 189,461 | | 125,703 | | 6,636 | | 132,339 | | 4,871,653 | 1856 | |
| | | 195,842 | | 132,901 | | 7,295 | | 140,196 | | 4,940,843 | 1857 | |
| | | 198,594 | | 140,490 | | 8,356 | | 148,846 | | 5,049,808 | 1858 | |
| | | 185,728 | | 147,647 | | 9,060 | | 156,707 | | 5,145,038 | 1859 | |
| | | 166,841 | | 153,619 | | 9,145 | | 162,764 | | 5,353,868 | 1860 | |
| | | 145,734 | | 182,106 | | 10,535 | | 192,641 | | 5,539,813 | 1861 | |
| | | 117,714 | | 193,459 | | 10,738 | | 204,197 | | 5,112,164 | 1862 | |
| | | 99,228 | | 157,579 | | 10,730 | | 168,309 | | 5,155,056 | 1863 | |
| | | 95,145 | | 148,244 | | 10,997 | | 159,241 | | 4,986,400 | 1864 | |
| | | 84,233 | | 100,436 | | 12,241 | | 112,677 | | 5,096,782 | 1865 | |
| | | 105,170 | | 89,386 | | 8,845 | | 98,231 | | 4,310,778 | 1866 | |
| | | 52,384 | | 68,207 | | 7,858 | | 76,065 | | 4,304,487 | 1867 | |
| 349 | | 78,486 | 1,467 | 74,763 | 753 | 9,124 | 2,220 | 83,887 | 28,167 | 4,351,759 | 1868 | |
| 311 | | 70,202 | 1,093 | 55,165 | 621 | 7,589 | 1,714 | 62,704 | 27,487 | 4,144,641 | 1869 | |
| | | 299 | 67,954 | 1,561 | 82,612 | 731 | 8,848 | 2,292 | 91,460 | 28,998 | 4,246,507 | 1870 |
| | | 249 | 61,490 | 1,563 | 82,902 | 863 | 9,963 | 2,426 | 92,865 | 29,651 | 4,282,607 | 1871 |
| | | 217 | 51,608 | 1,486 | 87,403 | 899 | 10,144 | 2,385 | 97,547 | 31,114 | 4,437,747 | 1872 |
| | | 187 | 44,755 | 1,558 | 99,542 | 895 | 9,977 | 2,453 | 109,519 | 32,672 | 4,696,027 | 1873 |
| | | 162 | 39,108 | 1,230 | 68,490 | 860 | 9,800 | 2,099 | 78,290 | 32,486 | 4,800,652 | 1874 |
| | | 165 | 38,229 | 1,259 | 68,703 | 929 | 11,504 | 2,188 | 80,207 | 32,285 | 4,853,732 | 1875 |
| | | 171 | 39,116 | 1,383 | 77,314 | 928 | 10,488 | 2,311 | 87,802 | 25,934 | 4,279,458 | 1876 |
| | | 179 | 40,593 | 1,265 | 79,678 | 1,023 | 11,407 | 2,288 | 91,085 | 25,386 | 4,242,600 | 1877 |
| | | 182 | 39,700 | 1,333 | 74,560 | 1,102 | 11,987 | 2,535 | 86,547 | 25,264 | 4,212,765 | 1878 |
| | | 185 | 40,028 | 1,208 | 66,543 | 1,237 | 13,342 | 2,445 | 79,885 | 25,211 | 4,169,601 | 1879 |
| | | 174 | 38,408 | 1,147 | 64,935 | 1,176 | 12,603 | 2,323 | 77,538 | 24,712 | 4,068,034 | 1880 |
| | | 173 | 38,551 | 1,215 | 66,365 | 905 | 9,772 | 2,120 | 76,137 | 24,065 | 4,057,734 | 1881 |
| | | 146 | 32,802 | 1,119 | 67,015 | 971 | 10,848 | 2,090 | 77,863 | 24,368 | 4,165,933 | 1882 |
| | | 141 | 32,414 | 1,245 | 84,322 | 1,004 | 10,716 | 2,249 | 95,038 | 24,217 | 4,235,487 | 1883 |
| | | 121 | 27,249 | 1,140 | 72,609 | 961 | 10,331 | 2,101 | 82,940 | 24,082 | 4,271,229 | 1884 |
| | | 113 | 25,184 | 1,089 | 73,975 | 714 | 8,590 | 1,803 | 82,565 | 23,963 | 4,265,934 | 1885 |
| | | 104 | 23,138 | 1,096 | 73,445 | 643 | 7,260 | 1,739 | 80,705 | 23,534 | 4,131,136 | 1886 |
| | | 109 | 26,151 | 1,033 | 73,237 | 560 | 6,310 | 1,593 | 79,547 | 23,063 | 4,105,845 | 1887 |
| | | 97 | 24,482 | 968 | 69,146 | 621 | 6,866 | 1,589 | 76,012 | 23,281 | 4,191,916 | 1888 |
| | | 88 | 21,976 | 932 | 67,669 | 609 | 6,795 | 1,541 | 74,464 | 23,623 | 4,307,475 | 1889 |
| | | 76 | 18,633 | 840 | 61,507 | 619 | 6,860 | 1,459 | 68,367 | 23,467 | 4,424,497 | 1890 |
| | | 71 | 17,231 | 836 | 61,912 | 647 | 7,021 | 1,483 | 68,933 | 23,899 | 4,684,759 | 1891 |
| | | 73 | 17,052 | 815 | 61,819 | 733 | 7,653 | 1,548 | 69,472 | 24,383 | 4,764,921 | 1892 |
| | | 71 | 16,604 | 806 | 62,737 | 761 | 7,838 | 1,567 | 70,575 | 24,512 | 4,825,071 | 1893 |
| | | 71 | 16,482 | 802 | 63,493 | 804 | 8,080 | 1,606 | 71,573 | 23,586 | 4,684,029 | 1894 |
| | | 67 | 15,839 | 767 | 60,838 | 831 | 8,222 | 1,598 | 69,060 | 23,240 | 4,635,960 | 1895 |
| | | 64 | 15,121 | 749 | 60,107 | 872 | 8,523 | 1,621 | 68,630 | 22,908 | 4,703,880 | 1896 |
| | | 54 | 12,714 | 724 | 58,103 | 877 | 8,507 | 1,601 | 66,610 | 22,633 | 4,769,020 | 1897 |
| | | 52 | 11,496 | 571 | 43,995 | 908 | 8,331 | 1,479 | 52,327 | 22,705 | 4,749,738 | 1898 |
| | | 48 | 11,017 | 545 | 42,901 | 872 | 7,778 | 1,417 | 50,679 | 22,728 | 4,864,238 | 1899 |
| | | 42 | 9,899 | 545 | 43,694 | 890 | 7,935 | 1,435 | 51,629 | 23,333 | 5,164,839 | 1900 |
| | | 41 | 9,534 | 539 | 44,074 | 922 | 8,370 | 1,461 | 52,444 | 24,057 | 5,524,218 | 1901 |
| | | 36 | 9,320 | 572 | 47,807 | 959 | 8,826 | 1,531 | 56,633 | 24,273 | 5,797,902 | 1902 |
| | | 36 | 9,512 | 575 | 48,963 | 934 | 8,569 | 1,509 | 57,532 | 24,425 | 6,087,345 | 1903 |
| | | 38 | 10,140 | 567 | 48,982 | 928 | 8,621 | 1,495 | 57,603 | 24,558 | 6,291,535 | 1904 |
| | | 39 | 10,763 | 566 | 51,303 | 955 | 9,039 | 1,521 | 60,342 | 24,681 | 6,456,543 | 1905 |
| | | 40 | 11,020 | 560 | 52,251 | 960 | 9,188 | 1,520 | 61,439 | 25,006 | 6,674,969 | 1906 |
| | | 35 | 9,680 | 503 | 47,908 | 947 | 9,139 | 1,450 | 57,047 | 24,911 | 6,938,794 | 1907 |
| | | 38 | 9,655 | 472 | 44,730 | 911 | 8,785 | 1,383 | 53,515 | 25,425 | 7,365,445 | 1908 |
| | | 33 | 8,982 | 432 | 41,211 | 914 | 8,997 | 1,346 | 50,208 | 25,688 | 7,388,755 | 1909 |
| | | 36 | 9,308 | 395 | 39,079 | 837 | 8,212 | 1,232 | 47,291 | 25,740 | 7,508,082 | 1910 |
| | | 34 | 9,176 | 375 | 38,072 | 789 | 7,734 | 1,164 | 45,806 | 25,991 | 7,638,790 | 1911 |
| | | 35 | 8,876 | 349 | 37,196 | 775 | 7,840 | 1,124 | 45,036 | 26,528 | 7,714,183 | 1912 |
| | | 39 | 8,611 | 320 | 34,060 | 742 | 7,702 | 1,062 | 41,762 | 27,070 | 7,886,518 | 1913 |
| | | 45 | 9,864 | 259 | 26,700 | 717 | 7,453 | 976 | 34,173 | 26,943 | 7,928,688 | 1914 |
| | | 39 | 8,829 | 233 | 24,620 | 602 | 6,882 | 835 | 31,502 | 26,701 | 8,389,429 | 1915 |
| | | 33 | 6,707 | 238 | 27,998 | 445 | 5,386 | 683 | 33,384 | 26,444 | 8,469,649 | 1916 |
| | | 30 | 5,623 | 223 | 26,707 | 421 | 5,348 | 644 | 32,055 | 26,397 | 8,871,037 | 1917 |
| | | 27 | 4,493 | 230 | 31,605 | 474 | 6,738 | 704 | 38,338 | 26,711 | 9,924,518 | 1918 |
| | | 26 | 4,350 | 217 | 30,112 | 406 | 6,036 | 623 | 36,148 | 27,513 | 12,907,300 | 1919 |
| | | 26 | 3,901 | 196 | 31,850 | 385 | 5,873 | 581 | 37,723 | 28,183 | 16,324,024 | 1920 |
| | | 25 | 4,292 | 206 | 31,663 | 352 | 5,647 | 558 | 37,310 | 28,012 | 18,282,136 | 1921 |
| | | 24 | 4,139 | 206 | 30,645 | 307 | 5,008 | 495 | 35,653 | 27,358 | 18,462,967 | 1922 |

No. 17.—EMPLOYMENT OF THE TONNAGE OF THE UNITED STATES, JUNE 30, 1922.

| Class. | Sailing. | | Steam. | | Gas. | | Canal. | | Barge. | | Total. | |
|---------------------------------|----------|-----------|--------|------------|--------|---------|--------|--------|--------|-----------|--------|------------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Registered: | | | | | | | | | | | | |
| Foreign trade..... | 392 | 289,328 | 2,367 | 10,145,144 | 1,459 | 120,278 | | | 1,286 | 165,701 | 5,504 | 10,720,451 |
| Whale fisheries..... | 9 | 1,558 | 12 | 1,628 | 3 | 953 | | | | | 24 | 4,139 |
| Total..... | 401 | 290,886 | 2,379 | 10,146,772 | 1,462 | 121,231 | | | 1,286 | 165,701 | 5,528 | 10,724,590 |
| Enrolled: | | | | | | | | | | | | |
| Coasting trade..... | 1,511 | 975,994 | 5,232 | 5,432,374 | 2,100 | 149,961 | 412 | 47,616 | 3,093 | 976,715 | 12,348 | 7,582,660 |
| Cod and mackerel fisheries..... | 23 | 4,083 | 48 | 15,096 | 117 | 11,466 | | | | | 188 | 30,645 |
| Total..... | 1,534 | 980,077 | 5,280 | 5,447,470 | 2,217 | 161,427 | 412 | 47,616 | 3,093 | 976,715 | 12,536 | 7,613,305 |
| Licensed: | | | | | | | | | | | | |
| Coasting trade..... | 1,361 | 16,469 | 509 | 12,209 | 6,826 | 88,165 | | | 291 | 3,221 | 8,987 | 120,064 |
| Cod and mackerel fisheries..... | 20 | 182 | 9 | 275 | 278 | 4,551 | | | | | 307 | 5,008 |
| Total..... | 1,381 | 16,651 | 518 | 12,484 | 7,104 | 92,717 | | | 291 | 3,221 | 9,294 | 125,073 |
| Grand total..... | 3,316 | 1,287,614 | 8,177 | 15,606,723 | 10,783 | 375,374 | 412 | 47,616 | 4,670 | 1,145,637 | 27,358 | 18,462,967 |
| SUMMARY. | | | | | | | | | | | | |
| Foreign trade..... | 392 | 289,328 | 2,367 | 10,145,144 | 1,459 | 120,278 | | | 1,286 | 165,701 | 5,504 | 10,720,451 |
| Coasting trade..... | 2,872 | 992,463 | 5,741 | 5,444,583 | 8,926 | 238,126 | 412 | 47,616 | 3,384 | 979,936 | 21,335 | 7,702,724 |
| Total..... | 3,264 | 1,281,791 | 8,108 | 15,589,727 | 10,385 | 358,404 | 412 | 47,616 | 4,670 | 1,145,637 | 23,839 | 18,423,175 |
| Whale fisheries..... | 9 | 1,558 | 12 | 1,628 | 3 | 953 | | | | | 24 | 4,139 |
| Cod and mackerel fisheries..... | 43 | 4,265 | 57 | 15,371 | 395 | 16,017 | | | | | 495 | 35,653 |
| Total..... | 52 | 5,823 | 69 | 16,999 | 398 | 16,970 | | | | | 519 | 39,792 |
| Grand total..... | 3,316 | 1,287,614 | 8,177 | 15,606,726 | 10,783 | 375,375 | 412 | 47,616 | 4,670 | 1,145,637 | 27,358 | 18,462,968 |

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1922, BY CUSTOMS DISTRICTS.

[This table does not include yachts nor boats and lighters, decked and not masted, employed within the harbor of any town or city, nor canal boats and barges without sails or internal motive power of their own employed wholly upon canals or the internal waters of a State, nor barges or boats plying on rivers or lakes of the United States and not engaged in trade with contiguous foreign territory and not carrying passengers, nor boats under 5 tons net.]

| Customs district and port in which built. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Canal boats. | | Barges. | | Total. | |
|---|------------------|-------|----------------|---------|--------------|-------|--------------|-------|---------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS. | | | | | | | | | | | | |
| Maine and New Hampshire: | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Eastport, Me. | 1 | 313 | | | 1 | 40 | | | | | 1 | 40 |
| Machias, Me. | 1 | 313 | | | | | | | | | 1 | 313 |
| Belfast, Me. | 2 | 2,318 | | | | | | | 1 | 189 | 3 | 2,507 |
| Rockland, Me. | | | | | 8 | 205 | | | | | 8 | 205 |
| Boothbay, Me. | | | 1 | 704 | | | | | | | 1 | 704 |
| Bath, Me. | 2 | 2,324 | 2 | 12,956 | | | | | | | 4 | 15,280 |
| Portland, Me. | 2 | 4,602 | | | | | | | | | 2 | 4,602 |
| Portsmouth, N. H. | 1 | 2,301 | | | 2 | 89 | | | | | 3 | 2,390 |
| Massachusetts: | | | | | | | | | | | | |
| Gloucester, Mass. | 3 | 441 | | | 7 | 349 | | | | | 10 | 790 |
| Boston, Mass. | 1 | 142 | 5 | 23,772 | 5 | 113 | | | | | 11 | 24,027 |
| Plymouth, Mass. | | | | | | | | | 1 | 284 | 1 | 284 |
| New Bedford, Mass. | | | | | 2 | 35 | | | | | 2 | 35 |
| Fall River, Mass. | | | 1 | 385 | | | | | | | 1 | 385 |
| Rhode Island: | | | | | | | | | | | | |
| Providence, R. I. | | | | | 1 | 10 | | | | | 1 | 10 |
| Newport, R. I. | | | | | 3 | 29 | | | | | 3 | 29 |
| Connecticut: | | | | | | | | | | | | |
| New London, Conn. | 1 | 2,226 | 1 | 727 | 5 | 64 | | | | | 7 | 3,017 |
| Hartford, Conn. | 1 | 2,298 | | | | | | | | | 1 | 2,298 |
| Bridgeport, Conn. | | | | | 4 | 57 | | | | | 4 | 57 |
| New York: | | | | | | | | | | | | |
| New York, N. Y. | | | 13 | 32,223 | 46 | 1,562 | | | 41 | 16,953 | 100 | 50,738 |
| Albany, N. Y. | 1 | 2,217 | | | 3 | 170 | 3 | 375 | 8 | 1,890 | 15 | 4,662 |
| Patchogue, N. Y. | | | | | 1 | 15 | | | | | 1 | 15 |
| Greenport, N. Y. | | | | | 1 | 11 | | | | | 1 | 11 |
| Newark, N. J. | | | 3 | 7,382 | | 8 | | | 5 | 1,090 | 9 | 8,480 |
| Perth Amboy, N. J. | | | | | 56 | 423 | | | 12 | 4,927 | 68 | 5,350 |
| Philadelphia: | | | | | | | | | | | | |
| Philadelphia, Pa. | | | 25 | 205,714 | 30 | 8,329 | | | 6 | 2,335 | 61 | 216,378 |
| Wilmington, Del. | 2 | 82 | 2 | 1,958 | 5 | 430 | | | | | 9 | 2,470 |
| Baltimore: | | | | | | | | | | | | |
| Baltimore, Md. | 2 | 1,246 | 8 | 79,972 | 7 | 461 | | | 4 | 1,226 | 21 | 82,905 |
| Annapolis, Md. | | | | | 2 | 28 | | | | | 2 | 28 |
| Crisfield, Md. | 1 | 11 | 2 | 346 | 11 | 204 | | | | | 14 | 561 |
| Virginia: | | | | | | | | | | | | |
| Reedville, Va. | | | | | 8 | 417 | | | | | 8 | 417 |
| Newport News, Va. | | | 2 | 28,108 | 5 | 143 | | | | | 7 | 28,251 |
| Norfolk, Va. | | | | | 10 | 134 | | | | | 10 | 134 |
| Cape Charles, Va. | | | | | 4 | 44 | | | | | 4 | 44 |
| North Carolina: | | | | | | | | | | | | |
| Elizabeth City, N. C. | | | | | 2 | 114 | 10 | 670 | | | 12 | 784 |
| Beaufort, N. C. | | | | | 7 | 166 | | | | | 7 | 166 |
| Wilmington, N. C. | | | | | 2 | 45 | | | | | 2 | 45 |
| South Carolina: | | | | | | | | | | | | |
| Georgetown, S. C. | | | | | 1 | 13 | | | | | 1 | 13 |
| Charleston, S. C. | | | | | 5 | 45 | | | | | 5 | 45 |
| Beaufort, S. C. | 9 | 77 | | | 1 | 15 | | | | | 10 | 92 |
| Georgia: | | | | | | | | | | | | |
| Savannah, Ga. | | | | | 1 | 15 | | | | | 1 | 15 |
| Brunswick, Ga. | | | 1 | 146 | 3 | 30 | | | | | 4 | 176 |
| Florida: | | | | | | | | | | | | |
| Fernandina, Fla. | | | | | 1 | 14 | | | | | 1 | 14 |
| Jacksonville, Fla. | | | | | 5 | 233 | | | | | 5 | 233 |
| St. Augustine, Fla. | | | | | 1 | 15 | | | | | 1 | 15 |
| Miami, Fla. | | | | | 3 | 34 | | | | | 3 | 34 |
| Key West, Fla. | | | | | 7 | 159 | | | | | 7 | 159 |
| Tampa, Fla. | | | 2 | 16,422 | 3 | 59 | | | | | 5 | 16,481 |
| Apalachicola, Fla. | | | | | 2 | 38 | | | | | 2 | 38 |
| Pensacola, Fla. | 2 | 1,727 | | | 2 | 178 | | | | | 4 | 1,905 |
| Mobile: | | | | | | | | | | | | |
| Mobile, Ala. | | | 4 | 22,744 | 1 | 24 | | | 2 | 1,306 | 8 | 24,074 |
| Gulfport, Miss. | 2 | 2,866 | | | 2 | 19 | | | | | 3 | 2,885 |
| New Orleans: | | | | | | | | | | | | |
| New Orleans, La. ¹ | | | | | 1 | 40 | | | | | 1 | 40 |
| Morgan City | | | | | 2 | 105 | | | | | 2 | 105 |
| Sabine, Port Arthur, Tex. | | | | | 3 | 50 | | | | | 3 | 50 |

¹ Seagoing vessels; for river vessels see p. 164.

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1922, BY CUSTOMS DISTRICTS—Continued.

| Customs district and port in which built. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Canal boats. | | Barges. | | Total. | |
|---|------------------|--------|----------------|---------|--------------|--------|--------------|-------|---------|--------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| ATLANTIC AND GULF COASTS—CON. | | | | | | | | | | | | |
| Galveston: | | | | | | | | | | | | |
| Galveston, Tex. | | | | | 7 | 89 | | | | | 7 | 89 |
| Houston, Tex. | | | | | 1 | 12 | | | | | 1 | 12 |
| San Antonio: Port Aransas, Tex. | | | | | 1 | 12 | | | | | 1 | 12 |
| Porto Rico: San Juan, P. R. | 11 | 255 | | | 1 | 13 | | | | | 12 | 268 |
| Virgin Islands: St. Thomas, V. I. | 1 | 13 | | | | | | | | | 1 | 13 |
| Total..... | 45 | 25,459 | 72 | 433,559 | 293 | 14,907 | 13 | 1,045 | 80 | 30,200 | 503 | 505,170 |
| PACIFIC COAST. | | | | | | | | | | | | |
| San Diego: San Diego, Calif. | | | | | 1 | 13 | | | | | 1 | 13 |
| Los Angeles: Los Angeles, Calif. | | | 6 | 42,280 | 14 | 288 | | | 1 | 237 | 21 | 42,805 |
| San Francisco: San Francisco, Calif. | | | 11 | 75,695 | 16 | 4,982 | | | 2 | 225 | 29 | 80,903 |
| Oregon: | | | | | | | | | | | | |
| Marshfield, Oreg. | | | 2 | 233 | 2 | 28 | | | | | 4 | 261 |
| Portland, Oreg. | | | 1 | 516 | 5 | 75 | | | 1 | 11 | 7 | 602 |
| Washington: Seattle, Wash. | | | 5 | 494 | 53 | 3,409 | | | 22 | 3,835 | 80 | 7,738 |
| Alaska: Juneau, Alaska. | | | 2 | 70 | 7 | 78 | | | 2 | 37 | 11 | 185 |
| Hawaii: Honolulu, Hawaii. | | | | | 1 | 31 | | | | | 1 | 31 |
| Total..... | | | 27 | 119,288 | 99 | 8,904 | | | 28 | 4,346 | 154 | 132,538 |
| NORTHERN LAKES. | | | | | | | | | | | | |
| St. Lawrence: | | | | | | | | | | | | |
| Ogdensburg, N. Y. | | | | | 1 | 11 | | | | | 1 | 11 |
| Cape Vincent, N. Y. | | | | | | | | | 1 | 8 | 1 | 8 |
| Rochester: Rochester, N. Y. | | | 1 | 18 | | | | | | | 1 | 18 |
| Buffalo: Buffalo, N. Y. | | | 1 | 54 | 1 | 17 | | | 1 | 59 | 3 | 130 |
| Ohio: | | | | | | | | | | | | |
| Erie, Pa. | | | 1 | 39 | | | | | 1 | 126 | 2 | 165 |
| Cleveland, Ohio. | | | 1 | 163 | | | | | 1 | 608 | 2 | 771 |
| Sandusky, Ohio. | | | | | 4 | 88 | | | | | 4 | 88 |
| Toledo, Ohio. | | | | | 2 | 46 | | | | | 2 | 46 |
| Michigan: | | | | | | | | | | | | |
| Detroit, Mich. | | | 1 | 297 | 1 | 10 | | | | | 2 | 307 |
| Port Huron, Mich. | | | 1 | 126 | 2 | 123 | | | | | 3 | 249 |
| Marquette, Mich. | | | | | 5 | 53 | | | 1 | 575 | 6 | 628 |
| Grand Haven, Mich. | | | | | 7 | 131 | | | 1 | 189 | 8 | 320 |
| Chicago: Chicago, Ill. | | | | | 1 | 14 | | | 1 | 339 | 2 | 353 |
| Wisconsin: Milwaukee, Wis. ² | | | 4 | 1,776 | 16 | 848 | | | 2 | 218 | 22 | 2,842 |
| Duluth and Superior: Duluth, Minn. | | | | | 3 | 2,095 | | | 1 | 71 | 4 | 2,166 |
| Total..... | | | 10 | 2,473 | 43 | 3,436 | | | 10 | 2,193 | 63 | 8,102 |
| WESTERN RIVERS.* | | | | | | | | | | | | |
| New Orleans: New Orleans, La. ³ | | | 1 | 66 | 6 | 456 | | | | | 7 | 522 |
| Tennessee: | | | | | | | | | | | | |
| Memphis, Tenn. | | | 1 | 103 | 2 | 57 | | | 2 | 51 | 5 | 211 |
| Nashville, Tenn. | | | | | 6 | 131 | | | | | 6 | 131 |
| Chattanooga, Tenn. | | | | | 2 | 26 | | | 5 | 73 | 7 | 99 |
| Kentucky: | | | | | | | | | | | | |
| Paducah, Ky. | | | 1 | 115 | 1 | 31 | | | | | 2 | 146 |
| Louisville, Ky. | | | 5 | 733 | 15 | 254 | | | | | 20 | 987 |
| St. Louis: St. Louis, Mo. | | | 3 | 3,086 | 15 | 290 | | | 10 | 113 | 28 | 3,489 |
| Omaha: Omaha, Nebr. | | | | | 1 | 22 | | | | | 1 | 22 |
| Dakota: Pembina, N. Dak. | | | | | 10 | 211 | | | | | 10 | 211 |
| Montana and Idaho: Great Falls, Mont. | | | | | 3 | 30 | | | | | 3 | 30 |
| Iowa: | | | | | | | | | | | | |
| Des Moines, Iowa. | | | | | 1 | 44 | | | | | 1 | 44 |
| Dubuque, Iowa. | | | | | 1 | 42 | | | | | 1 | 42 |
| Minnesota: St. Paul, Minn. | | | 5 | 5,663 | 1 | 14 | | | | | 6 | 5,677 |
| Indiana: Evansville, Ind. | | | | | 6 | 159 | | | | | 6 | 159 |
| Wisconsin: Milwaukee, Wis. ⁴ | | | 1 | 55 | | | | | | | 1 | 55 |
| Duluth and Superior: Duluth, Minn. | | | | | 1 | 15 | | | | | 1 | 15 |

² Lake vessels; for river vessels see below.

³ Vessels in river trade only; for seagoing vessels see above.

⁴ Vessels in river trade only; for lake vessels see above.

No. 18.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1922, BY CUSTOMS DISTRICTS—Continued.

| Customs district and port in which built. | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Canal boats. | | Barges. | | Total. | |
|---|------------------|--------|----------------|---------|--------------|--------|--------------|-------|---------|--------|--------|---------|
| WESTERN RIVERS—continued. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Chicago: Peoria, Ill..... | ..... | ..... | ..... | ..... | 1 | 8 | ..... | ..... | 1 | 348 | 2 | 356 |
| Ohio: Cincinnati, Ohio..... | ..... | ..... | 1 | 72 | 4 | 69 | ..... | ..... | ..... | ..... | 5 | 141 |
| Pittsburgh: Pittsburgh, Pa..... | ..... | ..... | 4 | 2,704 | 6 | 114 | ..... | ..... | 3 | 267 | 13 | 3,085 |
| Total..... | ..... | ..... | 22 | 12,597 | 82 | 1,973 | ..... | ..... | 21 | 852 | 125 | 15,422 |
| SUMMARY. | | | | | | | | | | | | |
| Atlantic and Gulf coasts..... | 45 | 25,459 | 77 | 433,559 | 293 | 14,907 | 13 | 1,045 | 80 | 30,200 | 503 | 505,170 |
| Pacific coast..... | ..... | ..... | 27 | 119,288 | 99 | 8,904 | ..... | ..... | 28 | 4,346 | 154 | 132,538 |
| Northern lakes..... | ..... | ..... | 10 | 2,473 | 43 | 3,436 | ..... | ..... | 10 | 2,193 | 63 | 8,102 |
| Western rivers..... | ..... | ..... | 22 | 12,597 | 82 | 1,973 | ..... | ..... | 21 | 852 | 125 | 15,422 |
| Grand total..... | 45 | 25,459 | 131 | 537,917 | 517 | 29,220 | 13 | 1,045 | 139 | 37,591 | 845 | 661,232 |

No. 19.—CLASS, NUMBER, AND GROSS TONNAGE OF SAILING VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1922.

| Geographical distribution. | Barkentines. | | Schooners. | | Sloops. | | Total. | |
|-------------------------------|--------------|-------|------------|-------|---------|-------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Atlantic and Gulf coasts..... | | | 28 | 5,316 | 17 | 143 | 45 | 25,459 |
| Pacific coast..... | | | | | | | | |
| Total..... | | | 28 | 5,316 | 17 | 143 | 45 | 25,459 |

No. 20.—CLASS, NUMBER, AND GROSS TONNAGE OF STEAM AND GAS VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1922.

| Geographical distribution. | River. | | | | | | | | | |
|-------------------------------|-------------|-------|--------------|-------|--------|-------|--------|-------|--------|--------|
| | Side-wheel. | | Stern-wheel. | | | | Screw. | | | |
| | Steam. | Gas. | Steam. | Gas. | Steam. | Gas. | Steam. | Gas. | Steam. | Gas. |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Atlantic and Gulf coasts..... | 1 | 362 | ..... | ..... | 1 | 146 | 4 | 62 | 22 | 8,382 |
| Pacific coast..... | ..... | ..... | ..... | ..... | 2 | 70 | ..... | ..... | 10 | 1,733 |
| Northern lakes..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 | 1,066 |
| Western rivers..... | ..... | ..... | 2 | 32 | 17 | 7,990 | 59 | 1,554 | 3 | 1,533 |
| Total..... | 1 | 362 | 2 | 32 | 20 | 8,206 | 63 | 1,616 | 44 | 12,714 |

| Geographical distribution. | Ocean: Screw— Steam. | | Ocean: Screw— Gas. | | Total. | | | |
|-------------------------------|----------------------------|---------|--------------------------|--------|--------|---------|------|--------|
| | | | | | Steam. | | Gas. | |
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Atlantic and Gulf coasts..... | 48 | 424,669 | 1 | 7,899 | 72 | 433,559 | 293 | 14,907 |
| Pacific coast..... | 15 | 117,485 | 2 | 5,988 | 27 | 119,288 | 99 | 8,904 |
| Northern lakes..... | 1 | 1,407 | 2 | 2,080 | 10 | 2,473 | 43 | 3,436 |
| Western rivers..... | 2 | 3,074 | ..... | ..... | 22 | 12,597 | 82 | 1,973 |
| Total..... | 66 | 546,635 | 5 | 15,967 | 131 | 537,917 | 517 | 29,220 |

NO. 21.—CLASS, NUMBER, AND GROSS TONNAGE OF STEEL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1922.

| Port. | Steam. | | Gas. | | Barges. | | Total. | |
|---------------------------|--------|---------|------|--------|---------|-------|--------|---------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Boothbay, Me..... | 1 | 704 | | | | | 1 | 704 |
| Bath, Me..... | 2 | 12,956 | | | | | 2 | 12,956 |
| Boston, Mass..... | 4 | 23,208 | | | | | 4 | 23,208 |
| New London, Conn..... | 1 | 727 | | | | | 1 | 727 |
| New York, N. Y..... | 10 | 31,934 | 2 | 815 | 5 | 3,859 | 17 | 36,608 |
| Newark, N. J..... | 3 | 7,382 | | | 5 | 1,090 | 8 | 8,472 |
| Philadelphia, Pa..... | 23 | 205,339 | 1 | 7,899 | 6 | 2,335 | 30 | 215,573 |
| Wilmington, Del..... | 1 | 1,778 | | | | | 1 | 1,778 |
| Baltimore, Md..... | 8 | 79,972 | 1 | 292 | | | 9 | 80,264 |
| Newport News, Va..... | 2 | 28,108 | | | | | 2 | 28,108 |
| Key West, Fla..... | | | 1 | 86 | | | 1 | 86 |
| Tampa, Fla..... | 2 | 16,422 | | | | | 2 | 16,422 |
| Mobile, Ala..... | 4 | 22,744 | | | 2 | 1,306 | 6 | 24,050 |
| New Orleans, La..... | | | 3 | 427 | | | 3 | 427 |
| Memphis, Tenn..... | | | 1 | 34 | | | 1 | 34 |
| Nashville, Tenn..... | | | 3 | 97 | | | 3 | 97 |
| Chattanooga, Tenn..... | | | | | 1 | 9 | 1 | 9 |
| Louisville, Ky..... | 2 | 501 | 1 | 24 | | | 3 | 525 |
| St. Louis, Mo..... | 2 | 3,074 | | | | | 1 | 3,074 |
| Great Falls, Mont..... | | | 2 | 21 | | | 2 | 21 |
| Dubuque, Iowa..... | | | 1 | 42 | | | 2 | 42 |
| St. Paul, Minn..... | 4 | 5,644 | | | | | 4 | 5,644 |
| Pittsburgh, Pa..... | 3 | 2,317 | | | | | 3 | 2,317 |
| Buffalo, N. Y..... | 1 | 54 | | | 1 | 59 | 2 | 113 |
| Erie, Pa..... | | | | | 1 | 126 | 1 | 126 |
| Cleveland, Ohio..... | 1 | 163 | | | 2 | 608 | 2 | 771 |
| Port Huron, Mich..... | 1 | 126 | 2 | 123 | | | 3 | 249 |
| Grand Haven, Mich..... | | | | | 1 | 189 | 1 | 189 |
| Milwaukee, Wis..... | 2 | 1,537 | 1 | 556 | | | 3 | 2,093 |
| Duluth, Minn..... | | | 2 | 2,080 | | | 2 | 2,080 |
| Los Angeles, Calif..... | 6 | 42,280 | | | 1 | 237 | 7 | 42,517 |
| San Francisco, Calif..... | 9 | 75,205 | 1 | 3,803 | | | 10 | 79,008 |
| Total..... | 92 | 562,175 | 22 | 16,299 | 24 | 9,818 | 138 | 588,292 |

¹ Includes 2 composite vessels of 21 gross tons.

² Includes 1 concrete vessel of 608 gross tons.

NO. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1922.

[These vessels are included in statement No. 23.]

| Year ended June 30— | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Barges. | | Total. | |
|---------------------|------------------|-------|----------------|-------|--------------|-------|---------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1838..... | 1 | | 1 | 198 | | | | | 1 | 198 |
| 1839..... | 1 | | 1 | 196 | | | | | 1 | 196 |
| 1840..... | 1 | | 1 | 199 | | | | | 1 | 199 |
| 1841..... | 1 | | 1 | 303 | | | | | 1 | 303 |
| 1842..... | 2 | | 2 | 274 | | | | | 2 | 274 |
| 1843..... | 3 | | 3 | 396 | | | | | 3 | 396 |
| 1844..... | 1 | | 1 | 65 | | | | | 1 | 65 |
| 1845..... | 4 | | 4 | 808 | | | 5 | 575 | 9 | 1,383 |
| 1846..... | 5 | | 5 | 1,592 | | | 1 | 230 | 6 | 1,822 |
| 1847..... | 2 | | 2 | 910 | | | | | 2 | 910 |
| 1848..... | | | | | | | | | | |
| 1849..... | | | | | | | | | | |
| 1850..... | 2 | | 2 | 586 | | | | | 2 | 586 |
| 1851..... | 1 | | 1 | 176 | | | | | 1 | 176 |
| 1852..... | | | | | | | | | | |
| 1853..... | | | 4 | 1,548 | | | 3 | 523 | 7 | 2,071 |
| 1854..... | | | 8 | 2,569 | | | | | 8 | 2,569 |
| 1855..... | 1 | 216 | 5 | 1,393 | | | 1 | 282 | 7 | 1,891 |
| 1856..... | | | 2 | 473 | | | | | 2 | 473 |

No. 22.—CLASS, NUMBER, AND GROSS TONNAGE OF METAL VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1838-1922—Continued.

| Year ended June 30— | Sailing vessels. | | Steam vessels. | | Gas vessels. | | Barges. | | Total. | |
|------------------------|------------------|--------|------------------|-----------|-----------------|--------|-----------------|--------|--------|-----------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| 1857 | | | 12 | 3,062 | | | | | 12 | 3,062 |
| 1858 | 1 | 34 | 10 | 3,132 | | | 2 | 200 | 13 | 3,366 |
| 1859 | 1 | 252 | 7 | 2,208 | | | 1 | 162 | 9 | 2,622 |
| 1860 | | | 18 | 9,637 | | | | | 18 | 9,637 |
| 1861 | | | 11 | 4,079 | | | | | 11 | 4,079 |
| 1862 | | | 15 | 8,761 | | | | | 15 | 8,761 |
| 1863 | | | 14 | 6,197 | | | | | 14 | 6,197 |
| 1864 | | | 5 | 2,282 | | | | | 5 | 2,282 |
| 1865 | | | 9 | 4,007 | | | | | 9 | 4,007 |
| 1866 | | | 17 | 8,343 | | | | | 17 | 8,343 |
| 1867 | 1 | 2 | 14 | 7,172 | | | | | 15 | 7,174 |
| 1868 | | | 14 | 5,660 | | | 1 | 286 | 15 | 5,946 |
| 1869 | 1 | 358 | 16 | 6,425 | | | | | 17 | 6,783 |
| 1870 | 1 | 679 | 15 | 6,547 | | | | | 16 | 7,226 |
| 1871 | 1 | 36 | 23 | 14,139 | | | 1 | 27 | 25 | 14,202 |
| 1872 | | | 26 | 15,751 | | | | | 26 | 15,751 |
| 1873 | | | 25 | 22,219 | | | 1 | 437 | 26 | 22,656 |
| 1874 | 1 | 1,470 | 24 | 31,044 | | | 1 | 527 | 26 | 33,041 |
| 1875 | | | 20 | 21,629 | | | | | 20 | 21,629 |
| 1876 | | | 25 | 20,984 | | | | | 25 | 20,984 |
| 1877 | | | 7 | 5,985 | | | | | 7 | 5,985 |
| 1878 | | | 31 | 25,837 | | | | | 31 | 25,837 |
| 1879 | | | 28 | 22,749 | | | | | 28 | 22,749 |
| 1880 | 2 | 408 | 30 | 25,525 | | | | | 32 | 25,933 |
| 1881 | 1 | 36 | 40 | 25,999 | | | | | 41 | 26,035 |
| 1882 | 1 | 143 | 50 | 46,480 | | | | | 51 | 46,623 |
| 1883 | 1 | 2,032 | 40 | 49,110 | | | | | 41 | 51,142 |
| 1884 | 3 | 4,431 | 36 | 32,939 | | | | | 39 | 37,370 |
| 1885 | 2 | 756 | 48 | 43,415 | | | | | 50 | 44,171 |
| 1886 | 2 | 118 | 24 | 14,505 | | | | | 26 | 14,623 |
| 1887 | 1 | 92 | 34 | 36,226 | | | | | 35 | 36,318 |
| 1888 | 3 | 317 | 43 | 37,921 | | | 1 | 428 | 47 | 38,666 |
| 1889 | 2 | 95 | 52 | 62,261 | | | | | 54 | 62,356 |
| 1890 | 2 | 184 | 61 | 79,342 | | | 5 | 5,133 | 68 | 84,659 |
| 1891 | 4 | 211 | 81 | 102,630 | | | 6 | 6,305 | 91 | 109,146 |
| 1892 | 5 | 415 | 52 | 45,896 | | | 4 | 4,958 | 61 | 51,269 |
| 1893 | 8 | 2,012 | 61 | 82,933 | | | 9 | 11,717 | 78 | 96,662 |
| 1894 | 2 | 4,647 | 38 | 46,889 | | | | | 40 | 51,536 |
| 1895 | 3 | 5,267 | 37 | 43,335 | | | 5 | 704 | 45 | 49,306 |
| 1896 | 6 | 15,800 | 47 | 82,311 | | | 7 | 3,487 | 60 | 101,598 |
| 1897 | 10 | 31,424 | 48 | 83,140 | | | 13 | 11,521 | 71 | 126,085 |
| 1898 | 2 | 6,724 | 52 | 48,560 | | | 10 | 7,041 | 64 | 62,325 |
| 1899 | 5 | 16,152 | 83 | 112,781 | | | 4 | 2,823 | 92 | 131,756 |
| 1900 | 11 | 29,168 | 81 | 167,957 | | | | | 92 | 197,125 |
| 1901 | 12 | 21,746 | 101 | 236,149 | 1 | 10 | 7 | 4,825 | 121 | 262,730 |
| 1902 | 3 | 8,406 | 102 | 270,932 | | | 2 | 1,024 | 107 | 280,362 |
| 1903 | 4 | 12,184 | 100 | 240,107 | | | 4 | 5,928 | 108 | 258,219 |
| 1904 | 4 | 15,290 | 88 | 222,307 | | | 6 | 3,483 | 98 | 241,080 |
| 1905 | 5 | 3,225 | 67 | 170,204 | 1 | 200 | 16 | 9,111 | 89 | 182,640 |
| 1906 | 5 | 3,077 | 99 | 288,647 | 1 | 347 | 11 | 5,199 | 115 | 297,370 |
| 1907 | 4 | 5,655 | 104 | 333,217 | 4 | 299 | 17 | 9,384 | 129 | 348,555 |
| 1908 | | | 129 | 441,768 | 3 | 857 | 17 | 7,392 | 149 | 450,017 |
| 1909 | 9 | 7,985 | 63 | 122,869 | 4 | 273 | 13 | 5,796 | 89 | 136,923 |
| 1910 | 6 | 3,699 | 89 | 234,875 | 5 | 113 | 19 | 11,937 | 119 | 250,624 |
| 1911 | 1 | 1,290 | 100 | 195,355 | 12 | 609 | 13 | 4,719 | 126 | 201,973 |
| 1912 | 5 | 6,097 | 74 | 118,722 | 7 | 459 | 18 | 10,603 | 104 | 135,881 |
| 1913 | 6 | 13,000 | 93 | 204,772 | 11 | 903 | 22 | 12,987 | 132 | 231,662 |
| 1914 | | | 97 | 195,576 | 4 | 35 | 21 | 9,820 | 122 | 205,431 |
| 1915 | | | 52 | 127,015 | 11 | 2,009 | 8 | 1,858 | 71 | 130,882 |
| 1916 | | | 69 | 232,524 | 9 | 2,473 | 17 | 3,775 | 95 | 238,772 |
| 1917 | 4 | 4,884 | 114 | 431,304 | 21 | 25,388 | 14 | 5,939 | 153 | 467,515 |
| 1918 | 3 | 4,735 | 229 | 962,547 | 8 | 4,746 | 15 | 8,173 | 255 | 980,201 |
| 1919 | 3 | 2,285 | 616 | 2,540,075 | 12 | 1,633 | ¹ 54 | 15,686 | 685 | 2,559,679 |
| 1920 | 2 | 4,183 | ² 741 | 3,279,852 | 25 | 9,219 | ³ 39 | 15,795 | 807 | 3,309,049 |
| 1921 | 1 | 1,189 | ⁴ 375 | 2,000,994 | ⁵ 22 | 27,991 | ⁶ 73 | 29,205 | 471 | 2,059,379 |
| 1922 | | | 83 | 468,815 | 26 | 24,732 | 32 | 10,575 | 141 | 504,122 |

¹ Includes 1 canal boat of 294 gross tons and 4 barges of 1,261 gross tons built of reinforced concrete.² Includes 6 steam vessels of 23,119 gross tons built of reinforced concrete.³ Includes 7 barges of 2,112 gross tons built of reinforced concrete.⁴ Includes 6 vessels of 37,553 gross tons built of reinforced concrete.⁵ Includes 1 vessel of 1,433 gross tons built of reinforced concrete.⁶ Includes 10 vessels of 2,709 gross tons built of reinforced concrete.

No. 23.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797-1922.

| Year ended— | Sailing vessels. | | | | | | Steam vessels. | | | | | Canal boats. | | Barges. | | Grand total. | | Year. |
|---------------------|---------------------------|--------|-----------------|----------------------|--------------|-----------------------------|-----------------|------------------|-----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|-------|
| | Ships, barks, bkns. | Brigs. | Schoon- ers. | Sloops. ¹ | Num- ber. | Gross tons. ¹ | Side- wheel. | Stern- wheel. | Pro- peller. | Num- ber. | Gross tons. | Num- ber. | Gross tons. | Num- ber. | Gross tons. | Num- ber. | Gross tons. | |
| Dec. 31, 1797..... | | | | | | 56,679 | | | | | | | | | | | 56,679 | 1797 |
| 1798..... | 34 | 53 | 401 | 147 | 635 | 49,435 | | | | | | | | | | 635 | 49,435 | 1798 |
| 1799..... | 87 | 131 | 382 | 167 | 767 | 77,921 | | | | | | | | | | 767 | 77,921 | 1799 |
| 1800..... | 128 | 176 | 487 | 204 | 995 | 106,261 | | | | | | | | | | 995 | 106,261 | 1800 |
| 1801..... | | | | | | | | | | | | | | | | | 124,755 | 1801 |
| 1802..... | | | | | | | | | | | | | | | | | | 1802 |
| 1803..... | | | | | | | | | | | | | | | | | 88,448 | 1803 |
| 1804..... | | | | | | | | | | | | | | | | | 103,753 | 1804 |
| 1805..... | | | | | | | | | | | | | | | | | 128,507 | 1805 |
| 1806..... | | | | | | | | | | | | | | | | | 126,093 | 1806 |
| 1807..... | | | | | | | | | | | | | | | | | 99,783 | 1807 |
| 1808..... | | | | | | | | | | | | | | | | | 31,755 | 1808 |
| 1809..... | | | | | | | | | | | | | | | | | 91,397 | 1809 |
| 1810..... | | | | | | | | | | | | | | | | | 127,575 | 1810 |
| 1811..... | | | | | | | | | | | | | | | | | 146,691 | 1811 |
| 1812..... | | | | | | 84,691 | | | | 4 | 457 | | | | | | 85,148 | 1812 |
| 1813..... | 3 | 21 | 212 | 128 | 304 | 31,153 | | | | 7 | 1,430 | | | | | 371 | 32,583 | 1813 |
| 1814..... | 3 | 11 | 312 | 162 | 488 | 29,040 | | | | 2 | 711 | | | | | 490 | 29,751 | 1814 |
| 1815..... | 136 | 224 | 680 | 284 | 1,324 | 154,624 | | | | 5 | 955 | | | | | 1,329 | 155,579 | 1815 |
| 1816..... | 76 | 133 | 781 | 424 | 1,414 | 131,667 | | | | 17 | 3,519 | | | | | 1,431 | 135,186 | 1816 |
| 1817..... | 34 | 90 | 550 | 394 | 1,077 | 86,393 | | | | 10 | 1,233 | | | | | 1,087 | 87,626 | 1817 |
| 1818..... | 53 | 85 | 428 | 332 | 898 | 82,421 | | | | 25 | 4,925 | | | | | 923 | 87,346 | 1818 |
| 1819..... | 53 | 82 | 473 | 240 | 848 | 79,379 | | | | 28 | 7,291 | | | | | 876 | 86,670 | 1819 |
| 1820..... | 22 | 60 | 301 | 152 | 535 | 47,784 | | | | 22 | 3,610 | | | | | 557 | 51,394 | 1820 |
| 1821..... | 43 | 89 | 248 | 127 | 507 | 55,856 | | | | 12 | 1,410 | | | | | 519 | 57,275 | 1821 |
| 1822..... | 64 | 131 | 260 | 168 | 623 | 75,347 | | | | 16 | 2,222 | | | | | 639 | 77,569 | 1822 |
| 1823..... | 55 | 127 | 260 | 165 | 607 | 72,758 | | | | 23 | 3,099 | | | | | 630 | 75,857 | 1823 |
| 1824..... | 56 | 156 | 377 | 166 | 755 | 86,852 | | | | 38 | 5,946 | | | | | 793 | 92,798 | 1824 |
| 1825..... | 56 | 197 | 538 | 168 | 959 | 109,547 | | | | 41 | 6,917 | | | | | 1,000 | 116,464 | 1825 |
| 1826..... | 71 | 187 | 482 | 227 | 967 | 118,094 | | | | 66 | 12,279 | | | | | 1,033 | 130,373 | 1826 |
| 1827..... | 58 | 135 | 464 | 242 | 899 | 97,475 | | | | 52 | 8,981 | | | | | 951 | 106,456 | 1827 |
| 1828..... | 73 | 108 | 474 | 197 | 852 | 92,879 | | | | 34 | 6,085 | | | | | 886 | 98,964 | 1828 |
| 1829..... | 44 | 68 | 484 | 145 | 741 | 68,216 | | | | 55 | 11,192 | | | | | 796 | 79,408 | 1829 |
| 1830..... | 25 | 56 | 403 | 116 | 600 | 51,491 | | | | 48 | 7,069 | | | | | 648 | 58,560 | 1830 |
| 1831..... | 72 | 95 | 416 | 94 | 677 | 80,231 | | | | 35 | 5,325 | | | | | 712 | 85,556 | 1831 |
| 1832..... | 132 | 143 | 568 | 122 | 965 | 129,143 | | | | 100 | 15,401 | | | | | 1,065 | 144,544 | 1832 |
| 1833..... | 144 | 169 | 624 | 185 | 1,122 | 150,758 | | | | 65 | 10,734 | | | | | 1,187 | 161,492 | 1833 |
| 1834..... | 98 | 94 | 497 | 180 | 869 | 105,332 | | | | 88 | 13,057 | | | | | 957 | 118,389 | 1834 |
| Sept. 30, 1835..... | 43 | 55 | 391 | 164 | 653 | 64,338 | | | | 72 | 10,769 | | | | | 725 | 75,107 | 1835 |
| 1836..... | 93 | 65 | 444 | 164 | 766 | 93,016 | | | | 145 | 23,214 | | | | | 911 | 116,230 | 1836 |

| | | | | | | | | | | | |
|------|-----|-------|-----|-------|-------|---------|-----|---------|-------|---------|------|
| 1837 | 67 | 72 | 507 | 168 | 814 | 92,458 | 158 | 33,455 | 972 | 115,905 | 1837 |
| 1838 | 66 | 74 | 510 | 153 | 808 | 91,747 | 105 | 24,158 | 913 | 125,913 | 1838 |
| 1839 | 83 | 89 | 439 | 124 | 735 | 100,363 | 164 | 24,897 | 899 | 125,260 | 1839 |
| 1840 | 97 | 109 | 378 | 224 | 808 | 106,518 | 87 | 14,685 | 895 | 121,203 | 1840 |
| 1841 | 114 | 102 | 319 | 150 | 685 | 100,117 | 108 | 23,543 | 793 | 123,660 | 1841 |
| 1842 | 116 | 91 | 274 | 406 | 887 | 105,256 | 140 | 24,550 | 1,027 | 129,806 | 1842 |
| 1843 | 58 | 34 | 138 | 174 | 404 | 50,050 | 79 | 13,830 | 433 | 63,888 | 1843 |
| 1844 | 73 | 47 | 204 | 279 | 603 | 71,507 | 163 | 32,030 | 766 | 103,537 | 1844 |
| 1845 | 124 | 87 | 322 | 342 | 875 | 112,362 | 163 | 33,680 | 1,038 | 146,042 | 1845 |
| 1846 | 100 | 164 | 576 | 355 | 1,195 | 141,844 | 225 | 46,359 | 1,420 | 188,203 | 1846 |
| 1847 | 151 | 168 | 689 | 392 | 1,400 | 193,403 | 197 | 50,230 | 1,597 | 243,633 | 1847 |
| 1848 | 254 | 174 | 701 | 547 | 1,676 | 265,549 | 175 | 52,526 | 1,851 | 318,075 | 1848 |
| 1849 | 198 | 148 | 623 | 370 | 1,339 | 213,970 | 215 | 43,018 | 1,554 | 256,688 | 1849 |
| 1850 | 247 | 117 | 554 | 307 | 1,225 | 227,997 | 197 | 51,258 | 1,422 | 279,255 | 1850 |
| 1851 | 211 | 65 | 522 | 325 | 1,123 | 221,146 | 245 | 78,326 | 1,368 | 259,472 | 1851 |
| 1852 | 255 | 79 | 585 | 265 | 1,184 | 269,822 | 268 | 85,534 | 1,452 | 355,356 | 1852 |
| 1853 | 270 | 95 | 681 | 391 | 1,437 | 332,339 | 280 | 95,155 | 1,717 | 427,494 | 1853 |
| 1854 | 381 | 112 | 661 | 386 | 1,493 | 447,216 | 284 | 88,830 | 1,777 | 536,046 | 1854 |
| 1855 | 361 | 126 | 605 | 669 | 1,781 | 510,690 | 246 | 72,760 | 2,027 | 583,450 | 1855 |
| 1856 | 306 | 103 | 594 | 479 | 1,482 | 404,054 | 232 | 65,239 | 1,714 | 469,293 | 1856 |
| 1857 | 251 | 58 | 504 | 358 | 1,171 | 304,345 | 263 | 74,459 | 1,434 | 378,804 | 1857 |
| 1858 | 122 | 46 | 431 | 400 | 999 | 179,338 | 226 | 65,374 | 1,225 | 244,712 | 1858 |
| 1859 | 89 | 28 | 237 | 284 | 698 | 121,217 | 172 | 35,305 | 870 | 156,602 | 1859 |
| 1860 | 110 | 36 | 372 | 289 | 807 | 145,427 | 264 | 69,370 | 1,071 | 214,797 | 1860 |
| 1861 | 110 | 38 | 360 | 371 | 879 | 172,218 | 264 | 60,986 | 1,143 | 233,194 | 1861 |
| 1862 | 60 | 17 | 207 | 357 | 681 | 119,626 | 183 | 55,449 | 864 | 175,075 | 1862 |
| 1863 | 97 | 34 | 212 | 1,113 | 1,456 | 216,812 | 307 | 94,233 | 1,823 | 311,045 | 1863 |
| 1864 | 112 | 45 | 222 | 1,389 | 1,868 | 268,240 | 498 | 147,530 | 2,366 | 415,740 | 1864 |
| 1865 | 109 | 46 | 363 | 853 | 1,377 | 238,109 | 411 | 145,096 | 1,788 | 383,805 | 1865 |
| 1866 | 96 | 61 | 457 | 926 | 1,540 | 210,963 | 348 | 125,183 | 1,888 | 336,146 | 1866 |
| 1867 | 95 | 70 | 517 | 657 | 1,339 | 231,518 | 180 | 72,010 | 1,519 | 303,528 | 1867 |
| 1868 | 80 | 48 | 590 | 192 | 910 | 142,742 | 86 | 236 | 414 | 285,304 | 1868 |
| 1869 | 91 | 36 | 502 | 245 | 874 | 149,029 | 69 | 76 | 382 | 275,231 | 1869 |
| 1870 | 73 | 27 | 519 | 197 | 816 | 146,340 | 96 | 90 | 350 | 276,953 | 1870 |
| 1871 | 40 | 14 | 498 | 204 | 756 | 97,176 | 78 | 123 | 350 | 273,226 | 1871 |
| 1872 | 15 | 10 | 423 | 194 | 645 | 75,291 | 154 | 24 | 538 | 209,052 | 1872 |
| 1873 | 28 | 9 | 611 | 156 | 894 | 144,629 | 57 | 96 | 468 | 359,245 | 1873 |
| 1874 | 71 | 22 | 655 | 213 | 961 | 216,316 | 63 | 106 | 473 | 432,725 | 1874 |
| 1875 | 114 | 22 | 502 | 160 | 793 | 206,884 | 43 | 95 | 62 | 297,638 | 1875 |
| 1876 | 76 | 5 | 424 | 193 | 693 | 118,672 | 53 | 98 | 28 | 203,585 | 1876 |
| 1877 | 71 | 4 | 337 | 169 | 581 | 106,331 | 45 | 107 | 20 | 176,591 | 1877 |
| 1878 | 81 | 7 | 279 | 165 | 532 | 106,066 | 58 | 112 | 19 | 235,503 | 1878 |
| 1879 | 37 | 10 | 256 | 165 | 468 | 66,867 | 57 | 121 | 36 | 193,030 | 1879 |
| 1880 | 23 | 2 | 286 | 149 | 460 | 59,057 | 71 | 95 | 17 | 157,400 | 1880 |
| 1881 | 29 | 3 | 318 | 143 | 493 | 81,209 | 55 | 105 | 57 | 180,458 | 1881 |
| 1882 | 31 | 2 | 473 | 160 | 666 | 118,798 | 61 | 126 | 68 | 232,260 | 1882 |
| 1883 | 33 | 2 | 567 | 119 | 721 | 137,046 | 46 | 90 | 42 | 265,429 | 1883 |
| 1884 | 24 | 2 | 533 | 147 | 706 | 120,621 | 32 | 103 | 33 | 225,514 | 1884 |
| 1885 | 11 | ..... | 379 | 143 | 533 | 65,362 | 39 | 86 | 21 | 159,056 | 1885 |
| 1886 | 8 | 1 | 276 | 120 | 405 | 41,237 | 18 | 80 | 23 | 195,453 | 1886 |
| 1887 | 7 | 1 | 258 | 181 | 447 | 34,633 | 24 | 69 | 36 | 150,450 | 1887 |

¹ Including canal boats and barges prior to 1863.² No record.

No. 23.—CLASS, NUMBER, AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1797–1922—Continued.

| Year ended— | Sailing vessels. | | | | | | Steam vessels. ³ | | | | | Canal boats. | | Barges. | | Grand total. | | Year. |
|--------------------|--------------------------|--------|-----------------|---------|--------------|----------------|-----------------------------|------------------|-----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|----------------|-------|
| | Ships, barks, bks. | Brigs. | Schoon- ers. | Sloops. | Num- ber. | Gross tons. | Side- wheel. | Stern- wheel. | Pro- peller. | Num- ber. | Gross tons. | Num- ber. | Gross tons. | Num- ber. | Gross tons. | Num- ber. | Gross tons. | |
| June 30, 1888..... | 4 | ..... | 275 | 144 | 423 | 48,590 | 33 | 84 | 313 | 430 | 142,006 | 40 | 4,263 | 121 | 23,227 | 1,014 | 218,086 | 1888 |
| 1889..... | 1 | ..... | 296 | 192 | 489 | 50,570 | 28 | 87 | 325 | 440 | 159,318 | 88 | 9,452 | 60 | 11,794 | 1,077 | 231,134 | 1889 |
| 1890..... | 10 | ..... | 347 | 148 | 505 | 102,873 | 26 | 99 | 285 | 410 | 159,045 | 40 | 4,346 | 96 | 27,858 | 1,051 | 294,122 | 1890 |
| 1891..... | 13 | 1 | 447 | 272 | 733 | 144,290 | 28 | 111 | 349 | 488 | 185,037 | 57 | 7,059 | 106 | 32,916 | 1,384 | 369,302 | 1891 |
| 1892..... | 8 | ..... | 423 | 415 | 846 | 83,217 | 26 | 105 | 307 | 438 | 92,531 | 37 | 4,580 | 74 | 19,305 | 1,395 | 199,633 | 1892 |
| 1893..... | 8 | 1 | 303 | 181 | 493 | 49,348 | 19 | 93 | 268 | 380 | 134,308 | 28 | 3,791 | 55 | 24,132 | 956 | 211,639 | 1893 |
| 1894..... | 3 | ..... | 253 | 221 | 477 | 37,827 | 26 | 61 | 206 | 293 | 83,720 | 14 | 1,592 | 54 | 8,126 | 838 | 131,195 | 1894 |
| 1895..... | 1 | ..... | 188 | 208 | 397 | 34,900 | 17 | 70 | 161 | 248 | 69,754 | 11 | 1,225 | 38 | 5,723 | 694 | 111,602 | 1895 |
| 1896..... | 2 | ..... | 215 | 152 | 369 | 65,236 | 25 | 84 | 177 | 286 | 138,028 | 13 | 1,495 | 55 | 22,337 | 723 | 227,096 | 1896 |
| 1897..... | 1 | ..... | 160 | 177 | 338 | 64,308 | 20 | 88 | 180 | 288 | 106,153 | 70 | 10,216 | 195 | 51,555 | 891 | 232,232 | 1897 |
| 1898..... | 1 | ..... | 159 | 199 | 359 | 34,416 | 15 | 170 | 209 | 394 | 105,838 | 20 | 2,386 | 179 | 37,818 | 952 | 180,458 | 1898 |
| 1899..... | 3 | ..... | 223 | 194 | 420 | 98,073 | 14 | 182 | 243 | 439 | 151,058 | 13 | 1,411 | 401 | 49,496 | 1,273 | 300,038 | 1899 |
| 1900..... | 4 | ..... | 281 | 219 | 504 | 116,416 | 19 | 117 | 286 | 422 | 202,528 | 38 | 4,492 | 483 | 70,310 | 1,447 | 393,790 | 1900 |
| 1901..... | 6 | ..... | 259 | 261 | 526 | 126,165 | 21 | 131 | 354 | 506 | 273,591 | 79 | 9,078 | 469 | 74,655 | 1,580 | 483,489 | 1901 |
| 1902..... | 9 | ..... | 156 | 256 | 581 | 97,698 | 27 | 137 | 415 | 579 | 308,178 | 44 | 4,539 | 287 | 58,416 | 1,491 | 468,831 | 1902 |
| 1903..... | 3 | ..... | 298 | 169 | 470 | 89,979 | 28 | 131 | 392 | 551 | 271,781 | 19 | 2,215 | 271 | 72,177 | 1,311 | 436,152 | 1903 |
| 1904..... | ..... | ..... | 203 | 127 | 330 | 64,908 | 13 | 161 | 439 | 613 | 255,744 | 25 | 2,753 | 216 | 55,137 | 1,184 | 378,542 | 1904 |
| 1905..... | ..... | ..... | 195 | 115 | 310 | 79,418 | 10 | 164 | 396 | 560 | 197,702 | 30 | 3,248 | 202 | 49,948 | 1,102 | 330,316 | 1905 |
| 1906..... | ..... | ..... | 154 | 75 | 229 | 35,209 | 16 | 147 | 487 | 650 | 315,707 | 83 | 8,832 | 259 | 58,997 | 1,221 | 418,745 | 1906 |
| 1907..... | ..... | ..... | 81 | 66 | 147 | 24,007 | 15 | 149 | 510 | 674 | 365,405 | 62 | 6,577 | 274 | 74,443 | 1,157 | 471,332 | 1907 |
| 1908..... | ..... | ..... | 76 | 58 | 134 | 31,981 | 12 | 193 | 718 | 923 | 481,624 | 46 | 4,970 | 354 | 95,641 | 1,457 | 614,216 | 1908 |
| 1909..... | ..... | ..... | 81 | 60 | 141 | 28,950 | 12 | 167 | 642 | 821 | 148,208 | 21 | 2,292 | 264 | 58,640 | 1,247 | 238,090 | 1909 |
| 1910..... | ..... | 1 | 82 | 44 | 127 | 19,358 | 6 | 134 | 796 | 936 | 257,993 | 50 | 5,720 | 248 | 58,997 | 1,361 | 342,068 | 1910 |
| 1911..... | ..... | ..... | 45 | 37 | 82 | 10,092 | 6 | 138 | 825 | 969 | 227,231 | 51 | 5,862 | 320 | 47,977 | 1,422 | 291,162 | 1911 |
| 1912..... | ..... | ..... | 60 | 35 | 95 | 21,221 | 8 | 150 | 893 | 1,051 | 153,493 | 27 | 2,978 | 332 | 54,977 | 1,505 | 237,669 | 1912 |
| 1913..... | ..... | ..... | 53 | 19 | 72 | 28,610 | 19 | 141 | 844 | 1,004 | 243,408 | 39 | 4,641 | 360 | 69,496 | 1,475 | 346,155 | 1913 |
| 1914..... | ..... | ..... | 36 | 15 | 51 | 13,749 | 21 | 70 | 687 | 778 | 224,225 | 25 | 2,558 | 297 | 75,718 | 1,151 | 316,250 | 1914 |
| 1915..... | ..... | ..... | 30 | 21 | 51 | 8,021 | 12 | 109 | 630 | 751 | 154,990 | 40 | 4,457 | 315 | 57,654 | 1,157 | 225,122 | 1915 |
| 1916..... | ..... | ..... | 24 | 10 | 34 | 14,765 | 5 | 83 | 536 | 624 | 250,125 | 21 | 2,551 | 258 | 57,972 | 937 | 325,413 | 1916 |
| 1917..... | ..... | ..... | 58 | 5 | 64 | 43,185 | 4 | 111 | 686 | 801 | 513,243 | 26 | 3,423 | 406 | 104,628 | 1,297 | 664,479 | 1917 |
| 1918..... | 1 | ..... | 108 | 7 | 115 | 83,629 | 7 | 70 | 852 | 929 | 1,090,996 | 32 | 4,101 | 452 | 122,142 | 1,528 | 1,300,868 | 1918 |
| 1919..... | ..... | ..... | 81 | 2 | 84 | 79,223 | 3 | 66 | 1,455 | 1,524 | 3,157,091 | 15 | 2,731 | 330 | 87,565 | 1,933 | 3,326,621 | 1919 |
| 1920..... | 12 | ..... | 94 | 9 | 115 | 132,184 | 2 | 88 | 1,588 | 1,678 | 3,660,023 | 2 | 259 | 272 | 88,173 | 2,067 | 3,880,639 | 1920 |
| 1921..... | 3 | ..... | 57 | 10 | 70 | 91,743 | 11 | 58 | 895 | 964 | 2,071,221 | 23 | 3,278 | 304 | 98,873 | 1,361 | 2,265,115 | 1921 |
| 1922..... | ..... | ..... | 27 | 16 | 43 | 21,916 | 6 | 83 | 693 | 776 | 514,271 | 14 | 1,176 | 169 | 43,663 | 1,002 | 581,026 | 1922 |

³ Includes gasoline vessels since 1897.

For a separate report of metal vessels built, see statement No. 22.

NO. 24.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1922, BY GEOGRAPHIC DIVISIONS.

| Year ended June 30— | New England coast. | | Middle Atlantic and Gulf coasts. | | Pacific coast. | | Total seaboard. | | Northern lakes. | | Western rivers. | | Total United States. | | Year. |
|---------------------|--------------------|---------|----------------------------------|---------|----------------|--------|-----------------|---------|-----------------|---------|-----------------|--------|----------------------|---------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | |
| 1857 | 412 | 183,685 | | 100,583 | 12 | 1,185 | | 285,453 | | 51,498 | | 41,854 | 1,434 | 378,895 | 1857 |
| 1858 | 321 | 103,862 | | 71,426 | 18 | 2,124 | | 177,412 | | 31,642 | | 35,659 | 1,225 | 244,713 | 1858 |
| 1859 | 247 | 79,322 | | 51,916 | 24 | 2,056 | | 133,294 | | 6,180 | | 17,128 | | 156,602 | 1859 |
| 1860 | 348 | 134,289 | | 33,524 | 30 | 2,023 | | 169,836 | | 11,992 | | 32,970 | 1,071 | 214,798 | 1860 |
| 1861 | 364 | 104,675 | | 70,376 | 49 | 4,716 | | 179,767 | | 23,467 | | 29,960 | 1,143 | 233,194 | 1861 |
| 1862 | 126 | 45,595 | | 64,368 | 28 | 2,524 | | 112,487 | | 53,804 | | 8,785 | | 864 | 1862 |
| 1863 | 173 | 79,576 | | 133,420 | 32 | 2,671 | | 215,667 | | 67,972 | | 27,407 | 1,823 | 311,046 | 1863 |
| 1864 | 292 | 112,611 | | 192,957 | 53 | 4,853 | | 310,421 | | 49,151 | | 56,169 | 2,366 | 415,741 | 1864 |
| 1865 | 328 | 135,252 | | 152,238 | 41 | 3,816 | | 291,306 | | 36,041 | | 66,576 | 1,788 | 394,523 | 1865 |
| 1866 | 407 | 121,333 | | 104,931 | 41 | 6,124 | | 232,388 | | 33,204 | | 70,555 | 1,888 | 336,147 | 1866 |
| 1867 | 451 | 135,189 | | 91,297 | 40 | 4,324 | | 230,810 | | 39,679 | | 35,106 | 1,519 | 305,595 | 1867 |
| 1868 | 358 | 98,915 | | 70,046 | 65 | 6,851 | | 175,812 | | 56,798 | | 52,695 | 1,802 | 285,305 | 1868 |
| 1869 | 328 | 103,604 | | 72,059 | 127 | 15,531 | | 191,194 | | 49,460 | | 34,576 | 1,726 | 275,230 | 1869 |
| 1870 | 351 | 110,584 | 619 | 59,532 | 111 | 12,720 | 1,081 | 182,836 | 320 | 37,258 | 217 | 56,859 | 1,618 | 276,953 | 1870 |
| 1871 | 339 | 64,366 | 811 | 86,559 | 44 | 5,324 | 1,194 | 156,249 | 274 | 43,897 | 287 | 73,081 | 1,755 | 273,227 | 1871 |
| 1872 | 243 | 46,269 | 926 | 79,552 | 26 | 2,276 | 1,195 | 128,097 | 252 | 44,611 | 196 | 36,344 | 1,643 | 209,052 | 1872 |
| 1873 | 302 | 76,406 | 1,233 | 136,258 | 52 | 5,475 | 1,587 | 218,139 | 445 | 92,448 | 229 | 48,659 | 2,261 | 359,246 | 1873 |
| 1874 | 377 | 136,251 | 964 | 129,983 | 63 | 10,859 | 1,404 | 277,093 | 417 | 91,986 | 326 | 63,646 | 2,147 | 432,725 | 1874 |
| 1875 | 353 | 151,497 | 540 | 79,549 | 70 | 13,428 | 963 | 244,474 | 177 | 29,871 | 161 | 23,294 | 1,301 | 297,639 | 1875 |
| 1876 | 286 | 95,288 | 450 | 51,716 | 102 | 16,822 | 838 | 163,826 | 140 | 16,124 | 134 | 23,636 | 1,112 | 203,586 | 1876 |
| 1877 | 237 | 90,992 | 363 | 29,286 | 88 | 12,718 | 708 | 132,996 | 89 | 8,903 | 232 | 34,693 | 1,029 | 176,592 | 1877 |
| 1878 | 231 | 90,386 | 403 | 53,419 | 63 | 11,333 | 697 | 155,138 | 101 | 11,438 | 460 | 68,928 | 1,258 | 235,504 | 1878 |
| 1879 | 163 | 55,874 | 429 | 48,602 | 65 | 11,207 | 657 | 115,683 | 95 | 15,135 | 380 | 62,213 | 1,132 | 193,031 | 1879 |
| 1880 | 184 | 46,374 | 405 | 46,403 | 41 | 8,943 | 630 | 101,720 | 157 | 22,899 | 135 | 32,791 | 902 | 157,410 | 1880 |
| 1881 | 187 | 54,888 | 466 | 59,801 | 58 | 11,417 | 711 | 125,766 | 215 | 73,504 | 182 | 81,189 | 1,108 | 280,459 | 1881 |
| 1882 | 304 | 93,965 | 586 | 78,342 | 75 | 15,777 | 965 | 188,084 | 254 | 58,369 | 152 | 35,817 | 1,371 | 282,270 | 1882 |
| 1883 | 342 | 110,226 | 539 | 83,385 | 91 | 16,738 | 972 | 210,349 | 171 | 28,638 | 125 | 26,443 | 1,268 | 265,430 | 1883 |
| 1884 | 250 | 84,046 | 627 | 81,544 | 85 | 10,620 | 962 | 178,419 | 135 | 30,431 | 93 | 16,664 | 1,190 | 225,514 | 1884 |
| 1885 | 173 | 48,128 | 473 | 61,786 | 76 | 11,038 | 722 | 121,010 | 117 | 26,826 | 81 | 11,220 | 920 | 159,056 | 1885 |
| 1886 | 111 | 30,624 | 385 | 27,920 | 58 | 5,914 | 554 | 64,458 | 85 | 20,400 | 76 | 10,595 | 715 | 95,453 | 1886 |
| 1887 | 101 | 24,035 | 439 | 49,356 | 73 | 9,140 | 613 | 83,061 | 152 | 56,488 | 79 | 10,901 | 844 | 150,450 | 1887 |
| 1888 | 150 | 33,813 | 454 | 49,886 | 104 | 21,956 | 708 | 105,125 | 222 | 101,103 | 84 | 11,859 | 1,014 | 218,087 | 1888 |
| 1889 | 174 | 39,983 | 483 | 53,390 | 112 | 17,939 | 709 | 111,852 | 225 | 107,080 | 83 | 12,202 | 1,707 | 231,134 | 1889 |
| 1890 | 208 | 78,577 | 455 | 78,179 | 93 | 12,335 | 756 | 169,091 | 191 | 108,526 | 104 | 16,506 | 1,051 | 294,123 | 1890 |
| 1891 | 327 | 105,491 | 617 | 112,901 | 122 | 19,070 | 1,066 | 237,462 | 204 | 111,856 | 114 | 19,984 | 1,384 | 369,302 | 1891 |
| 1892 | 366 | 60,624 | 622 | 57,469 | 139 | 20,770 | 1,127 | 138,863 | 169 | 45,909 | 99 | 14,801 | 1,395 | 199,633 | 1892 |
| 1893 | 152 | 37,091 | 447 | 52,018 | 91 | 13,721 | 690 | 102,830 | 175 | 99,271 | 91 | 9,578 | 956 | 211,639 | 1893 |
| 1894 | 192 | 28,665 | 400 | 46,042 | 58 | 5,392 | 650 | 80,099 | 106 | 41,985 | 82 | 9,111 | 838 | 131,195 | 1894 |
| 1895 | 145 | 26,783 | 308 | 33,200 | 74 | 7,144 | 527 | 67,127 | 93 | 36,353 | 74 | 8,122 | 694 | 111,602 | 1895 |
| 1896 | 163 | 39,582 | 255 | 52,143 | 93 | 10,819 | 511 | 102,544 | 117 | 108,782 | 95 | 15,771 | 723 | 227,097 | 1896 |
| 1897 | 98 | 21,942 | 511 | 74,067 | 64 | 7,495 | 673 | 103,504 | 120 | 116,937 | 98 | 11,792 | 891 | 232,233 | 1897 |
| 1898 | 127 | 23,944 | 387 | 39,146 | 228 | 49,789 | 742 | 112,879 | 87 | 54,084 | 123 | 13,495 | 952 | 180,458 | 1898 |
| 1899 | 144 | 68,761 | 487 | 85,825 | 306 | 41,534 | 937 | 196,120 | 122 | 80,366 | 214 | 23,552 | 1,273 | 300,038 | 1899 |

11987-22-12

No. 24.—NUMBER AND GROSS TONNAGE OF VESSELS BUILT IN THE UNITED STATES AND DOCUMENTED, 1857-1922, BY GEOGRAPHIC DIVISIONS—
Continued.

| Year ended June 30— | New England coast. | | Middle Atlantic and Gulf coasts. | | Pacific coast. | | Total seaboard. | | Northern lakes. | | Western rivers. | | Total United States. | | Year. |
|---------------------|--------------------|---------|----------------------------------|-----------|----------------|-----------|-----------------|-----------|-----------------|---------|-----------------|--------|----------------------|-----------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | |
| 1900..... | 199 | 72,179 | 605 | 135,473 | 303 | 41,354 | 1,107 | 249,006 | 125 | 130,611 | 215 | 14,173 | 1,447 | 393,790 | 1900 |
| 1901..... | 201 | 82,971 | 622 | 153,977 | 271 | 54,568 | 1,094 | 291,516 | 175 | 169,085 | 311 | 22,888 | 1,580 | 483,489 | 1901 |
| 1902..... | 225 | 75,852 | 748 | 161,211 | 224 | 53,059 | 1,197 | 290,122 | 133 | 168,873 | 161 | 9,836 | 1,491 | 468,831 | 1902 |
| 1903..... | 203 | 66,973 | 644 | 177,887 | 191 | 43,336 | 1,038 | 288,196 | 123 | 136,844 | 150 | 11,112 | 1,311 | 436,152 | 1903 |
| 1904..... | 170 | 51,417 | 532 | 135,263 | 176 | 21,608 | 878 | 208,288 | 119 | 159,433 | 187 | 10,821 | 1,184 | 378,542 | 1904 |
| 1905..... | 192 | 119,377 | 469 | 91,224 | 162 | 20,115 | 823 | 230,716 | 101 | 93,123 | 178 | 6,477 | 1,102 | 330,316 | 1905 |
| 1906..... | 146 | 32,311 | 507 | 94,311 | 197 | 20,261 | 850 | 146,883 | 204 | 265,271 | 167 | 6,591 | 1,221 | 418,745 | 1906 |
| 1907..... | 106 | 44,428 | 502 | 140,134 | 207 | 35,191 | 815 | 219,753 | 177 | 244,291 | 165 | 7,288 | 1,157 | 471,332 | 1907 |
| 1908..... | 151 | 70,903 | 524 | 138,984 | 359 | 57,050 | 1,034 | 266,937 | 216 | 341,165 | 207 | 6,114 | 1,457 | 614,216 | 1908 |
| 1909..... | 130 | 27,237 | 460 | 81,752 | 276 | 22,759 | 866 | 131,748 | 174 | 100,402 | 207 | 5,940 | 1,247 | 238,000 | 1909 |
| 1910..... | 111 | 23,442 | 497 | 127,517 | 279 | 16,870 | 887 | 167,829 | 281 | 168,751 | 193 | 5,488 | 1,361 | 342,068 | 1910 |
| 1911..... | 94 | 23,653 | 503 | 139,725 | 407 | 27,234 | 1,004 | 190,612 | 216 | 94,157 | 202 | 6,393 | 1,422 | 291,162 | 1911 |
| 1912..... | 93 | 23,052 | 462 | 81,329 | 521 | 32,104 | 1,076 | 136,485 | 224 | 90,898 | 205 | 5,286 | 1,505 | 232,669 | 1912 |
| 1913..... | 95 | 27,131 | 516 | 175,523 | 411 | 44,664 | 1,022 | 247,318 | 219 | 90,907 | 234 | 7,930 | 1,475 | 346,155 | 1913 |
| 1914..... | 88 | 14,985 | 469 | 200,220 | 332 | 36,495 | 889 | 251,700 | 130 | 56,514 | 132 | 8,009 | 1,151 | 316,250 | 1914 |
| 1915..... | 89 | 18,551 | 456 | 152,906 | 321 | 31,699 | 866 | 203,156 | 147 | 16,467 | 144 | 5,499 | 1,157 | 225,122 | 1915 |
| 1916..... | 62 | 37,568 | 363 | 188,550 | 246 | 49,631 | 671 | 275,749 | 126 | 44,691 | 140 | 4,973 | 937 | 325,413 | 1916 |
| 1917..... | 84 | 52,526 | 483 | 298,958 | 426 | 167,474 | 993 | 518,958 | 147 | 139,336 | 157 | 6,185 | 1,297 | 664,479 | 1917 |
| 1918..... | 105 | 88,302 | 603 | 473,698 | 517 | 518,437 | 1,225 | 1,080,437 | 168 | 215,022 | 135 | 5,409 | 1,528 | 1,300,868 | 1918 |
| 1919..... | 146 | 177,758 | 715 | 1,274,472 | 668 | 1,363,503 | 1,529 | 2,815,733 | 317 | 507,172 | 107 | 3,716 | 1,953 | 2,326,621 | 1919 |
| 1920..... | 131 | 208,023 | 862 | 1,931,514 | 622 | 1,336,335 | 1,615 | 3,475,872 | 267 | 394,467 | 185 | 10,300 | 2,067 | 3,880,639 | 1920 |
| 1921..... | 100 | 150,745 | 819 | 1,533,930 | 281 | 613,625 | 1,100 | 2,147,555 | 130 | 106,731 | 131 | 10,829 | 1,361 | 2,265,115 | 1921 |
| 1922..... | 215 | 68,355 | 422 | 382,882 | 168 | 109,236 | 805 | 560,473 | 66 | 5,465 | 131 | 15,088 | 1,002 | 581,026 | 1922 |

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1922.

| Year ended— | Built. | Special acts. | General act (Dec. 23, 1852). | Renationalized (act Mar. 3, 1897). | Purchased from United States. | Captured from enemy. (1) | Other sources. (2) | Total increase. | Lost. | Abandoned. | Sold to aliens. | Sold to United States. | Captured or sunk by enemy. | Ex-empt (act Apr. 18, 1874). | Other causes. (3) | Total decrease. | Annual increase or decrease (—). | Year. |
|---------------------|---------|---------------|------------------------------|------------------------------------|-------------------------------|--------------------------|--------------------|-----------------|--------|------------|-----------------|------------------------|----------------------------|------------------------------|-------------------|-----------------|----------------------------------|-------|
| Dec. 31, 1813..... | 32,583 | | | | | 1,390 | | 33,973 | 45,273 | 2,955 | 56,954 | | 28,556 | | 3 1,739 | 135,477 | -103,369 | 1813 |
| 1814..... | 29,751 | | | | | 8,817 | | 38,568 | 5,976 | 1,337 | 15,993 | | 16,146 | | | 38,652 | -7,419 | 1814 |
| 1815..... | 155,579 | | | | 3,887 | 44,233 | | 203,699 | 17,503 | 3,303 | 9,582 | | 30,774 | | | 61,162 | 208,919 | 1815 |
| 1816..... | 135,186 | | | | 1,687 | 3,689 | | 140,562 | 22,591 | 6,701 | 23,379 | | | | | 52,671 | 4,091 | 1816 |
| 1817..... | 87,626 | | | | 389 | 802 | | 88,817 | 20,673 | 8,411 | 14,228 | | | | | 43,312 | 27,693 | 1817 |
| 1818..... | 87,346 | | | | 196 | 1,616 | | 89,158 | 31,396 | 10,722 | 15,107 | | | | | 57,225 | -174,727 | 1818 |
| 1819..... | 86,670 | | | | 729 | 1,273 | | 88,672 | 24,164 | 13,029 | 11,364 | | | | | 48,557 | 35,567 | 1819 |
| 1820..... | 51,394 | | | | 81 | 834 | | 52,309 | 23,833 | 13,656 | 6,062 | | | | | 43,551 | 19,415 | 1820 |
| 1821..... | 57,275 | | | | 162 | 245 | | 57,682 | 27,175 | 17,364 | 8,350 | | | | | 52,889 | 18,791 | 1821 |
| 1822..... | 77,569 | | | | 67 | 137 | | 77,773 | 21,263 | 12,075 | 5,710 | | | | | 39,048 | 25,741 | 1822 |
| 1823..... | 75,857 | | | | 74 | 66 | | 75,997 | 24,744 | 13,316 | 9,268 | 74 | | | | 47,402 | 11,867 | 1823 |
| 1824..... | 92,798 | 183 | | | 109 | 211 | | 93,301 | 22,880 | 13,236 | 12,818 | 317 | | | | 49,251 | 52,597 | 1824 |
| 1825..... | 116,464 | | | | 376 | | | 116,840 | 46,993 | 11,055 | 9,948 | | | | | 67,996 | 33,948 | 1825 |
| 1826..... | 130,373 | | | | 743 | | | 131,116 | 20,954 | 12,063 | 13,994 | 1,765 | | | | 48,776 | 111,080 | 1826 |
| 1827..... | 106,456 | | | | 59 | 237 | | 106,752 | 29,266 | 13,739 | 19,043 | | | | | 62,048 | 86,416 | 1827 |
| 1828..... | 98,964 | 279 | | | 48 | | | 99,291 | 24,062 | 11,810 | 14,677 | 113 | | | | 50,662 | 120,785 | 1828 |
| 1829..... | 79,408 | | | | 79 | | | 79,487 | 17,692 | 11,454 | 14,093 | 158 | | | | 43,397 | -480,594 | 1829 |
| 1830..... | 58,560 | | | | 125 | | | 58,685 | 17,751 | 11,543 | 10,058 | 75 | | | | 39,427 | -69,022 | 1830 |
| 1831..... | 85,556 | 53 | | | 94 | | | 85,703 | 23,808 | 8,859 | 9,750 | | | | | 42,417 | 76,070 | 1831 |
| 1832..... | 144,544 | | | | 210 | | | 144,754 | 24,596 | 6,877 | 6,083 | 107 | | | | 37,663 | 171,604 | 1832 |
| 1833..... | 161,492 | 280 | | | 270 | | | 162,042 | 15,395 | 5,236 | 2,932 | | | | | 23,563 | 166,701 | 1833 |
| 1834..... | 118,389 | | | | | | | 118,389 | 11,914 | 5,130 | 4,725 | | | | | 21,769 | 152,756 | 1834 |
| Sept. 30, 1835..... | 75,107 | | | | | | | 75,107 | (4) | (4) | 7,617 | | | | | 7,617 | 66,034 | 1835 |
| 1836..... | 116,230 | | | | 86 | | | 116,316 | 19,109 | 5,836 | 10,509 | | | | | 35,454 | 57,161 | 1836 |
| 1837..... | 125,913 | | | | | | | 125,913 | 24,365 | 8,946 | 9,916 | | | | | 43,227 | 14,584 | 1837 |
| 1838..... | 115,905 | | | | 117 | | | 116,022 | 21,606 | 5,489 | 5,386 | | | | | 32,481 | 98,954 | 1838 |
| 1839..... | 125,260 | 40 | | | 213 | | | 125,513 | 21,114 | 8,095 | 5,769 | 81 | | | | 35,059 | 100,839 | 1839 |
| 1840..... | 121,203 | | | | 200 | | | 121,503 | 31,406 | 10,067 | 13,837 | 117 | | | | 55,427 | 84,285 | 1840 |
| 1841..... | 123,660 | 70 | | | 88 | | | 123,818 | 19,668 | 5,692 | 12,713 | | | | | 38,073 | -50,020 | 1841 |
| 1842..... | 129,806 | 196 | | | 102 | | | 130,104 | 28,420 | 11,476 | 7,770 | | | | | 47,666 | -38,353 | 1842 |
| June 30, 1843..... | 63,888 | | | | 131 | | | 64,019 | 23,033 | 6,953 | 9,203 | 199 | | | | 39,388 | 66,212 | 1843 |
| 1844..... | 103,537 | | | | 614 | | | 104,151 | 18,273 | 7,976 | 7,227 | 73 | | | | 33,549 | 121,493 | 1844 |
| 1845..... | 146,042 | | | | 426 | | | 146,468 | 21,540 | 7,279 | 8,369 | | | | | 37,188 | 136,906 | 1845 |

¹ Including alien vessels forfeited for violation of United States laws.

² Not fully reported prior to 1901.

³ Commissioned as privateers.

⁴ Included in report for 1836.

No. 25.—TONNAGE OF VESSELS OF THE UNITED STATES WHICH HAVE BEEN BUILT, ADMITTED TO REGISTRY BY ACTS OF CONGRESS, ETC., AND THOSE WHICH HAVE BEEN LOST, ABANDONED, SOLD TO ALIENS, ETC., 1813-1922—Continued.

| Year ended— | Built. | Special acts. | General act (Dec. 23, 1852). | Renationalized (act Mar. 3, 1897). | Purchased from United States. | Captured from enemy. | Other sources. | Total increase. | Lost. | Abandoned. | Sold to aliens. | Sold to United States. | Captured or sunk by enemy. | Ex-empt (act Apr. 18, 1874). | Other causes. | Total decrease. | Annual increase or decrease (—). | Year. |
|---------------------|----------|---------------|------------------------------|------------------------------------|-------------------------------|----------------------|----------------|-----------------|----------|------------|-----------------|------------------------|----------------------------|------------------------------|---------------|-----------------|----------------------------------|-------|
| June 30, 1846. | 188, 203 | 255 | | | | | | 188, 458 | 31, 212 | 7, 080 | 10, 932 | | | | | 49, 224 | 145, 083 | 1846 |
| 1847. | 243, 633 | 285 | | | | | | 244, 244 | 33, 279 | 10, 100 | 16, 969 | 9, 176 | | | | 69, 524 | 276, 961 | 1847 |
| 1848. | 318, 075 | 1, 650 | | | | 243 | | 320, 060 | 41, 667 | 7, 154 | 12, 456 | 765 | | | | 62, 042 | 314, 996 | 1848 |
| 1849. | 256, 988 | 997 | | | 9, 983 | 80 | | 267, 968 | 30, 309 | 10, 549 | 12, 621 | | | | | 53, 479 | 179, 974 | 1849 |
| 1850. | 279, 255 | 409 | | | 1, 144 | 83 | | 280, 808 | 34, 748 | 6, 753 | 13, 468 | | | | | 54, 969 | 201, 438 | 1850 |
| 1851. | 299, 472 | 481 | | | 1, 191 | 136 | | 301, 144 | 30, 825 | 5, 853 | 15, 247 | | | | | 51, 925 | 236, 985 | 1851 |
| 1852. | 355, 356 | 721 | | | | | | 356, 077 | 38, 940 | 5, 606 | 17, 921 | | | | | 62, 467 | 366, 001 | 1852 |
| 1853. | 427, 494 | 1, 019 | 1, 528 | | | | | 430, 177 | 45, 670 | 9, 608 | 10, 035 | | | | | 65, 313 | 268, 570 | 1853 |
| 1854. | 536, 046 | 261 | 1, 521 | | | | | 537, 828 | 69, 073 | 9, 513 | 60, 033 | | | | | 132, 619 | 395, 892 | 1854 |
| 1855. | 583, 450 | 1, 708 | 327 | | | | | 586, 102 | 61, 217 | 7, 834 | 65, 887 | 53 | | | 1 42, 598 | 177, 589 | 409, 099 | 1855 |
| 1856. | 469, 293 | 1, 276 | 100 | | | 617 | | 470, 669 | 75, 062 | 11, 376 | 42, 168 | 962 | | | 1 681, 135 | 810, 703 | —340, 348 | 1856 |
| 1857. | 378, 804 | 600 | 1, 559 | | | | | 380, 936 | 82, 489 | 11, 248 | 52, 649 | 146 | | | 1 164, 367 | 310, 899 | 69, 190 | 1857 |
| 1858. | 244, 712 | 296 | 126 | | 174 | | | 245, 308 | 63, 462 | 16, 036 | 26, 305 | 762 | | | 1 57, 131 | 163, 696 | 108, 965 | 1858 |
| 1859. | 156, 602 | 4, 607 | 996 | | | | | 162, 205 | 52, 568 | 13, 872 | 30, 850 | 1, 333 | | | | 98, 653 | 95, 230 | 1859 |
| 1860. | 214, 797 | 295 | 256 | | 135 | | | 215, 483 | 65, 561 | 15, 080 | 17, 418 | 35 | | | | 98, 094 | 208, 830 | 1860 |
| 1861. | 233, 194 | 370 | 302 | | | 828 | | 234, 754 | 59, 567 | 7, 964 | 26, 649 | 9, 964 | | | 2 39, 412 | 143, 556 | 185, 945 | 1861 |
| 1862. | 175, 075 | 521 | 541 | | | 4, 646 | | 180, 783 | 41, 352 | 14, 802 | 117, 756 | 61, 309 | | | 2 355, 544 | 590, 763 | —427, 649 | 1862 |
| 1863. | 311, 045 | 2, 279 | 476 | | 289 | 13, 074 | | 327, 163 | 52, 041 | 10, 817 | 222, 199 | 35, 946 | | | | 321, 003 | 42, 892 | 1863 |
| 1864. | 415, 740 | 585 | 634 | | 1, 109 | 13, 997 | | 432, 065 | 64, 851 | 13, 210 | 300, 865 | 55, 774 | | | 2 187, 878 | 622, 578 | —168, 556 | 1864 |
| 1865. | 383, 805 | 602 | 2, 236 | | 2, 299 | 14, 214 | | 403, 156 | 47, 033 | 4, 678 | 133, 832 | 29, 553 | | | | 215, 096 | 110, 382 | 1865 |
| 1866. | 336, 146 | 5, 067 | 9, 654 | | 131, 786 | 29, 236 | | 351, 889 | 36, 893 | 2, 176 | 22, 117 | 4, 772 | | | | 65, 958 | —786, 004 | 1866 |
| 1867. | 303, 528 | 3, 002 | 4, 743 | | 25, 489 | 2, 556 | | 339, 318 | 28, 041 | 14, 958 | 9, 088 | 961 | | | | 53, 048 | —6, 291 | 1867 |
| 1868. | 285, 304 | 2, 040 | 3, 087 | | 6, 163 | 2, 154 | | 298, 748 | 95, 075 | 13, 489 | 13, 757 | 752 | | | | 123, 073 | 47, 272 | 1868 |
| 1869. | 275, 230 | 4, 211 | 3, 826 | | 8, 588 | 1, 421 | | 293, 276 | 106, 198 | 22, 830 | 19, 063 | 901 | | | | 148, 992 | —207, 118 | 1869 |
| 1870. | 276, 953 | 148 | 4, 672 | | 3, 063 | 1, 933 | | 286, 769 | 134, 098 | 34, 683 | 17, 079 | 843 | | | | 186, 703 | 101, 866 | 1870 |
| 1871. | 273, 226 | 1, 926 | 2, 771 | | 2, 716 | 364 | | 281, 003 | 90, 761 | 32, 420 | 13, 534 | 597 | | | | 137, 312 | 36, 100 | 1871 |
| 1872. | 209, 052 | 1, 875 | 2, 154 | | 259 | 467 | | 213, 807 | 78, 587 | 33, 071 | 19, 572 | 40 | | | | 131, 270 | 155, 140 | 1872 |
| 1873. | 359, 245 | 1, 445 | 2, 033 | | 1, 082 | | | 363, 805 | 84, 080 | 35, 530 | 29, 763 | 294 | | | | 150, 667 | 258, 280 | 1873 |
| 1874. | 432, 725 | 3, 235 | 1, 538 | | 3, 542 | 89 | | 441, 129 | 86, 108 | 33, 758 | 77, 054 | 514 | | 70, 075 | | 267, 509 | 104, 625 | 1874 |
| 1875. | 297, 638 | 1, 682 | 1, 145 | | 711 | | | 301, 176 | 91, 740 | 39, 627 | 25, 541 | 2, 069 | | 40, 334 | | 199, 311 | 53, 080 | 1875 |
| 1876. | 203, 585 | | 930 | | 1, 540 | | | 206, 055 | 103, 415 | 48, 845 | 33, 253 | 941 | | 343, 119 | | 1, 029, 579 | —574, 274 | 1876 |
| 1877. | 176, 591 | | 163 | | 1, 129 | | | 177, 883 | 126, 627 | 38, 947 | 24, 724 | 814 | | | | 192, 759 | —36, 858 | 1877 |
| 1878. | 235, 503 | | 2, 452 | | 1, 325 | 161 | | 239, 441 | 165, 547 | 56, 194 | 43, 607 | 201 | | 1, 184 | | 266, 733 | —29, 835 | 1878 |
| 1879. | 196, 030 | 318 | 2, 746 | | 832 | | | 196, 926 | 152, 946 | 63, 785 | 43, 312 | 91 | | 1, 413 | | 261, 547 | —43, 164 | 1879 |
| 1880. | 157, 409 | 997 | 2, 393 | | 174 | | | 160, 973 | 98, 439 | 40, 390 | 26, 883 | 274 | | 129, 149 | | 295, 135 | —101, 567 | 1880 |
| 1881. | 280, 458 | 294 | 1, 078 | | 322 | | | 281, 152 | 88, 507 | 42, 308 | 28, 671 | 500 | | 85, 328 | | 245, 314 | —10, 300 | 1881 |
| 1882. | 282, 269 | 1, 367 | 2, 172 | | 606 | | | 286, 414 | 89, 573 | 38, 928 | 18, 257 | 478 | | 5, 179 | | 152, 415 | 108, 199 | 1882 |
| 1883. | 265, 429 | | 2, 099 | | 245 | | | 267, 773 | 96, 389 | 31, 022 | 37, 385 | 368 | | 21, 721 | | 186, 885 | 69, 554 | 1883 |
| 1884. | 225, 514 | | 2, 926 | | 1, 287 | | | 229, 727 | 110, 318 | 39, 222 | 28, 722 | 266 | | 3, 894 | | 182, 422 | 35, 742 | 1884 |

| | | | | | | | | | | | | | | | | | | |
|--------------------|-----------|----------|--------|--------|--------|----------|-----------|-----------|---------|---------|---------|---------|---------|-----------|-----------|-----------|-----------|------|
| June 30, 1885..... | 159,056 | 211 | 2,024 | 80 | | | 161,371 | 86,527 | 26,111 | 26,213 | 1,074 | 9,400 | 149,325 | -5,295 | 1885 | | | |
| 1886..... | 95,453 | 2,817 | 2,675 | 70 | 573 | | 101,588 | 144,193 | 33,982 | 33,063 | 300 | 2,469 | 214,007 | -134,798 | 1886 | | | |
| 1887..... | 150,450 | 860 | 7,317 | 425 | | | 159,052 | 115,579 | 33,375 | 22,122 | 135 | 5,015 | 176,226 | -25,291 | 1887 | | | |
| 1888..... | 218,086 | 2,429 | 10,725 | 431 | | | 231,671 | 106,772 | 29,117 | 11,116 | 178 | 8,150 | 155,333 | 86,071 | 1888 | | | |
| 1889..... | 231,134 | 2,384 | 6,855 | 53 | | | 240,426 | 101,130 | 25,645 | 9,871 | 350 | 3,109 | 140,105 | 115,559 | 1889 | | | |
| 1890..... | 294,122 | 8,297 | 7,092 | 49 | | | 309,560 | 135,599 | 29,908 | 13,322 | 1,670 | 5,760 | 186,259 | 117,022 | 1890 | | | |
| 1891..... | 369,302 | 18,123 | 2,555 | 1,376 | | | 391,400 | 96,608 | 22,808 | 9,410 | 119 | 12,445 | 141,390 | 260,262 | 1891 | | | |
| 1892..... | 199,633 | | 3,108 | 592 | | | 203,333 | 89,570 | 24,892 | 15,329 | 660 | 1,995 | 132,446 | 80,162 | 1892 | | | |
| 1893..... | 211,639 | 22,761 | 2,859 | 464 | | | 237,723 | 127,886 | 29,213 | 15,395 | 946 | 3,251 | 176,691 | 60,150 | 1893 | | | |
| 1894..... | 131,195 | 997 | 2,549 | 588 | | | 135,329 | 167,588 | 33,206 | 20,578 | 385 | 30,174 | 251,931 | -141,042 | 1894 | | | |
| 1895..... | 111,602 | 6,855 | 7,521 | | | | 125,978 | 123,477 | 26,810 | 13,994 | 336 | 14,006 | 178,623 | -48,069 | 1895 | | | |
| 1896..... | 227,096 | 7,486 | 5,704 | 454 | | | 240,740 | 108,832 | 34,905 | 21,797 | 220 | 7,205 | 172,959 | 67,920 | 1896 | | | |
| 1897..... | 232,232 | 2,438 | 5,276 | 568 | | | 240,514 | 100,780 | 51,251 | 8,243 | | 16,364 | 176,638 | 67,920 | 1897 | | | |
| 1898..... | 180,458 | 27,945 | 14,304 | 1,868 | | | 225,143 | 103,696 | 33,912 | 35,411 | 66,732 | 4,609 | 244,360 | 65,140 | 1898 | | | |
| 1899..... | 300,038 | 12,126 | 13,330 | 38,584 | 9,483 | | 373,994 | 174,906 | 45,355 | 22,609 | 8,801 | 9,922 | 261,593 | 114,500 | 1899 | | | |
| 1900..... | 393,790 | 21,393 | 8,005 | 7,757 | 2,991 | 26,643 | 465,656 | 92,778 | 34,740 | 12,081 | 5,130 | 11,985 | 164,555 | 300,601 | 1900 | | | |
| 1901..... | 483,489 | 41,838 | 12,382 | 1,196 | 682 | 9,097 | 548,684 | 101,655 | 39,304 | 14,567 | 5,223 | 27,046 | 189,305 | 359,379 | 1901 | | | |
| 1902..... | 468,831 | 4,554 | 5,038 | 4,128 | 4,569 | 5,625 | 492,745 | 130,967 | 40,623 | 7,400 | 374 | 39,275 | 219,061 | 273,684 | 1902 | | | |
| 1903..... | 436,152 | 1,219 | 12,821 | 4,782 | 4,106 | 12,437 | 471,517 | 106,731 | 35,574 | 17,086 | 1,019 | 21,007 | 182,074 | 289,443 | 1903 | | | |
| 1904..... | 378,542 | 40 | 5,273 | 2,688 | 1,560 | 81,451 | 469,554 | 121,938 | 43,288 | 8,744 | 823 | 8,471 | 82,000 | 265,264 | 204,290 | 1904 | | |
| 1905..... | 330,316 | 5,881 | 10,795 | 2,975 | 1,843 | 88,287 | 440,097 | 103,885 | 29,207 | 10,894 | 85 | 48,854 | 82,164 | 275,089 | 165,008 | 1905 | | |
| 1906..... | 418,745 | 3,831 | 9,081 | 2,685 | 1,820 | 98,196 | 534,358 | 157,790 | 36,180 | 21,734 | 794 | 4,847 | 94,587 | 315,932 | 218,426 | 1906 | | |
| 1907..... | 471,332 | 8,073 | (8) | 6,451 | 1,848 | 109,004 | 596,708 | 157,115 | 35,128 | 16,625 | 296 | 26,740 | 97,069 | 332,883 | 263,825 | 1907 | | |
| 1908..... | 614,216 | 97 | 4,504 | 3,875 | | 95,991 | 718,683 | 126,313 | 44,995 | 12,165 | 1,210 | 18,954 | 88,395 | 292,032 | 426,651 | 1908 | | |
| 1909..... | 238,090 | | 1,128 | 1,531 | | 66,324 | 307,073 | 111,921 | 37,023 | 47,219 | 1,010 | 17,077 | 69,513 | 283,763 | 23,310 | 1909 | | |
| 1910..... | 342,068 | | 26 | 503 | | 77,888 | 420,485 | 125,788 | 48,085 | 25,624 | 17,313 | 22,773 | 61,575 | 301,158 | 119,327 | 1910 | | |
| 1911..... | 291,162 | | 3,400 | 814 | | 94,882 | 390,258 | 89,353 | 54,597 | 15,738 | 610 | 17,645 | 81,607 | 259,550 | 130,708 | 1911 | | |
| 1912..... | 232,669 | | 26,002 | 1,985 | | 97,712 | 358,368 | 113,774 | 35,988 | 17,409 | 11,000 | 18,239 | 86,556 | 282,975 | 75,393 | 1912 | | |
| 1913..... | 346,155 | 4,989 | 1,142 | 809 | | 111,893 | 464,988 | 74,695 | 36,561 | 51,373 | 12,189 | 21,362 | 96,473 | 196,180 | 172,355 | 1913 | | |
| 1914..... | 316,250 | | 514 | 1,585 | | 85,838 | 404,187 | 174,588 | 52,669 | 36,676 | 113 | 25,113 | 72,858 | 362,017 | 42,170 | 1914 | | |
| 1915..... | 225,122 | 4513,306 | 310 | 1,417 | | 164,137 | 904,292 | 123,590 | 79,047 | 18,595 | 12,273 | 8,792 | 45,942 | 155,312 | 443,551 | 460,741 | 1915 | |
| 1916..... | 325,413 | 469,697 | 11,489 | 2,294 | 2,726 | 492,999 | 1,004,618 | 128,209 | 56,811 | 102,479 | 24,433 | 19,187 | 20,027 | 473,252 | 824,398 | 80,220 | 1916 | |
| 1917..... | 664,479 | 66,993 | 10,790 | 8,572 | 1,620 | 675,004 | 1,09,462 | 106,264 | 48,984 | 197,370 | 4,637 | 71,382 | 19,252 | 383,643 | 835,332 | 401,388 | 1917 | |
| 1918..... | 1,300,868 | 795,698 | 1,740 | 5,472 | 3,670 | 6266,559 | 274,036 | 1,948,043 | 180,497 | 35,181 | 63,160 | 101,121 | 180,502 | 24,132 | 309,969 | 894,562 | 1,053,481 | 1918 |
| 1919..... | 3,326,621 | 91,516 | 3,042 | 5,471 | | 261,693 | 3,691,560 | 217,414 | 31,982 | 62,587 | 47,568 | 93,991 | 20,262 | 234,974 | 708,778 | 2,982,782 | 1919 | |
| 1920..... | 3,880,639 | 141,383 | 1,153 | 2,967 | 30,557 | 72,086 | 2,428,112 | 6,556,597 | 239,244 | 31,533 | 242,960 | 6,610 | 128,433 | 2,488,552 | 3,140,173 | 3,416,724 | 1920 | |
| 1921..... | 2,265,115 | 180,387 | 1,760 | 10,389 | 25,561 | 78,073 | 1,947,001 | 4,408,286 | 183,461 | 52,923 | 117,750 | 11,048 | 41,550 | 2,043,424 | 2,450,174 | 1,958,112 | 1921 | |
| 1922..... | 1,663,773 | 164,656 | 16 | 30,377 | 18,617 | | 1,010,823 | 1,780,262 | 130,226 | 99,667 | 170,774 | 155,641 | 2,592 | 1,019,466 | 1,607,469 | 1,800,833 | 1922 | |

¹ The Register of the Treasury reports: "This difference * * * arises from corrections made by striking from the balance of outstanding tonnage such vessels as have been sold to foreigners, lost, and condemned in previous years not heretofore reported to this office by the collectors."

² The Register of the Treasury reports: "This difference arises * * * from no returns of tonnage being received from the rebel districts."

³ Act Dec. 23, 1852, repealed Feb. 22, 1906, reenacted Feb. 24, 1915.

⁴ Act Aug. 18, 1914.

⁵ Including 2 vessels of 1,159 gross, admitted under R. S., 4132, certificate of record.

⁶ Joint resolution of Congress, May 12, 1917 (German interned vessels).

⁷ Act Aug. 18, 1914, 89,847 gross; act Sept. 7, 1916, 5,851 gross.

⁸ Act Aug. 18, 1914, 13,349 gross; act Sept. 7, 1916, 78,167 gross.

⁹ Act Aug. 18, 1914, 11,551 gross; act Sept. 7, 1916, 129,814 gross; act Mar. 3, 1917, 18 gross.

¹⁰ Act Aug. 18, 1914, 43,574 gross; act Sept. 7, 1916, 36,791 gross; act Mar. 3, 1917, 14 gross.

¹¹ Including 4 vessels of 2,519 gross admitted under R. S. 4131 and 1 vessel of 14 gross admitted under R. S. 4132.

¹² Act Aug. 18, 1914, 64,631 gross; act Mar. 3, 1917, 25 gross.

NO. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1922.

| Port at which documented. | Sailing yachts. | | Steam yachts. | | Gas yachts. | | Total. | |
|---------------------------|-----------------|-------|---------------|--------|-------------|--------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Eastport, Me. | | | | | 1 | 13 | 1 | 13 |
| Ellsworth, Me. | 1 | 19 | | | 8 | 179 | 9 | 198 |
| Southwest Harbor, Me. | 1 | 55 | | | 2 | 71 | 3 | 126 |
| Bangor, Me. | | | 1 | 192 | 1 | 19 | 2 | 211 |
| Belfast, Me. | 1 | 16 | | | 7 | 219 | 8 | 235 |
| Rockland, Me. | 4 | 84 | | | 6 | 309 | 10 | 393 |
| Boothbay, Me. | | | | | 4 | 135 | 4 | 135 |
| Bath, Me. | | | | | 1 | 27 | 1 | 27 |
| Portland, Me. | 3 | 201 | | | 4 | 108 | 7 | 309 |
| Portsmouth, N. H. | | | | | 1 | 16 | 1 | 16 |
| Gloucester, Mass. | | | | | 2 | 74 | 2 | 74 |
| Salem, Mass. | | | 1 | 30 | 7 | 222 | 8 | 252 |
| Marblehead, Mass. | 1 | 22 | | | 2 | 59 | 3 | 81 |
| Boston, Mass. | 19 | 1,339 | 12 | 2,052 | 82 | 3,304 | 113 | 6,695 |
| Vineyard Haven, Mass. | | | | | 1 | 16 | 1 | 16 |
| New Bedford, Mass. | 1 | 16 | | | 16 | 416 | 17 | 432 |
| Fall River, Mass. | 1 | 22 | | | 5 | 108 | 6 | 130 |
| Providence, R. I. | 3 | 119 | 2 | 587 | 26 | 1,356 | 31 | 2,062 |
| Newport, R. I. | | | | | 4 | 229 | 4 | 229 |
| New London, Conn. | 13 | 269 | 3 | 554 | 5 | 94 | 11 | 917 |
| Hartford, Conn. | | | 1 | 25 | 6 | 129 | 7 | 154 |
| New Haven, Conn. | 1 | 16 | 1 | 92 | 8 | 247 | 10 | 355 |
| Bridgeport, Conn. | 1 | 17 | 2 | 310 | 18 | 552 | 21 | 879 |
| New York, N. Y. | 51 | 2,190 | 63 | 15,022 | 416 | 21,502 | 530 | 38,714 |
| Albany, N. Y. | 2 | 71 | | | 5 | 315 | 7 | 386 |
| Patchogue, N. Y. | | | | | 7 | 430 | 7 | 430 |
| Greenport, N. Y. | | | 1 | 200 | 6 | 206 | 7 | 406 |
| Newark, N. J. | | | | | 5 | 172 | 5 | 172 |
| Perth Amboy, N. J. | | | | | 5 | 153 | 5 | 153 |
| Tuckerton, N. J. | 1 | 31 | | | 2 | 106 | 3 | 137 |
| Philadelphia, Pa. | 5 | 396 | | | 119 | 4,424 | 126 | 5,730 |
| Wilmington, Del. | | | 2 | 354 | 9 | 387 | 11 | 721 |
| Baltimore, Md. | 2 | 91 | 1 | 147 | 32 | 1,037 | 35 | 1,275 |
| Annapolis, Md. | | | | | 4 | 124 | 4 | 124 |
| Crisfield, Md. | | | | | 2 | 34 | 2 | 34 |
| Washington, D. C. | | | 3 | 244 | 19 | 959 | 22 | 1,203 |
| Reedville, Va. | | | | | 1 | 27 | 1 | 27 |
| Newport News, Va. | 1 | 31 | | | 3 | 99 | 4 | 130 |
| Norfolk, Va. | | | 1 | 244 | 3 | 117 | 4 | 361 |
| Elizabeth City, N. C. | | | | | 1 | 21 | 1 | 21 |
| Washington, N. C. | | | | | 1 | 10 | 1 | 10 |
| Beaufort, N. C. | | | | | 2 | 48 | 2 | 48 |
| Wilmington, N. C. | | | | | 2 | 145 | 2 | 145 |
| Georgetown, S. C. | | | 1 | 43 | 3 | 33 | 4 | 76 |
| Charleston, S. C. | | | | | 5 | 168 | 5 | 168 |
| Beaufort, S. C. | | | | | 1 | 26 | 1 | 26 |
| Savannah, Ga. | | | 2 | 246 | 6 | 175 | 8 | 421 |
| Brunswick, Ga. | | | | | 3 | 206 | 3 | 206 |
| Jacksonville, Fla. | | | | | 14 | 498 | 14 | 498 |
| St. Augustine, Fla. | | | | | 11 | 402 | 11 | 402 |
| Miami, Fla. | | | 1 | 33 | 39 | 1,626 | 40 | 1,659 |
| Key West, Fla. | | | 3 | 119 | 7 | 242 | 10 | 361 |
| Tampa, Fla. | | | | | 20 | 735 | 20 | 735 |
| Apalachicola, Fla. | | | | | 1 | 36 | 1 | 36 |
| Pensacola, Fla. | | | | | 2 | 65 | 2 | 65 |
| Mobile, Ala. | | | | | 4 | 93 | 4 | 93 |
| Gulfport, Miss. | | | | | 1 | 20 | 1 | 20 |
| New Orleans, La. | | | 2 | 131 | 37 | 1,406 | 39 | 1,537 |
| Morgan City, La. | | | | | 1 | 16 | 1 | 16 |
| Port Arthur, Tex. | | | 1 | 233 | 3 | 75 | 4 | 308 |
| Galveston, Tex. | | | 1 | 2,058 | 2 | 65 | 3 | 2,123 |
| Houston, Tex. | | | | | 10 | 423 | 10 | 423 |
| Port Lavaca, Tex. | | | | | 1 | 157 | 1 | 157 |
| San Juan, P. R. | | | | | 2 | 50 | 2 | 50 |
| San Diego, Calif. | | | | | 2 | 74 | 2 | 74 |
| Los Angeles, Calif. | 5 | 135 | 2 | 178 | 38 | 1,704 | 45 | 2,017 |
| San Francisco, Calif. | 5 | 168 | 1 | 576 | 14 | 482 | 20 | 2,226 |
| Seattle, Wash. | 2 | 44 | 3 | 310 | 63 | 2,066 | 68 | 2,420 |
| Honolulu, Hawaii | | | | | 1 | 21 | 1 | 21 |
| Burlington, Vt. | | | | | 3 | 91 | 3 | 91 |
| Rouses Point, N. Y. | | | 1 | 61 | | | 1 | 61 |
| Ogdensburg, N. Y. | 1 | 216 | 3 | 106 | 3 | 117 | 7 | 439 |
| Cape Vincent, N. Y. | 10 | 1,052 | 11 | 571 | 1 | 28 | 22 | 1,651 |
| Oswego, N. Y. | 1 | 15 | 2 | 155 | 3 | 119 | 6 | 289 |
| Rochester, N. Y. | 1 | 6 | | | 4 | 108 | 5 | 114 |
| Buffalo, N. Y. | 1 | 16 | 1 | 79 | 12 | 493 | 14 | 588 |
| Erie, Pa. | 1 | 160 | | | 3 | 69 | 4 | 229 |
| Cleveland, Ohio. | | | | | 12 | 436 | 12 | 436 |
| Sandusky, Ohio. | | | | | 3 | 85 | 3 | 85 |
| Toledo, Ohio. | | | 1 | 135 | 4 | 279 | 5 | 414 |

¹ Includes 1 house boat, 30 tons.

² Includes 1 house boat, 104 tons.

³ Includes 1 house boat, 46 tons.

⁴ Includes 1 house boat, 216 tons.

⁵ Includes 9 house boats, 1,036 tons.

No. 26.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1922—Continued.

| Port at which documented. | Sailing yachts. | | Steam yachts. | | Gas yachts. | | Total. | |
|---------------------------|-----------------|-------|---------------|--------|-------------|--------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Detroit, Mich..... | 13 | 178 | 4 | 2,365 | 41 | 1,416 | 48 | 3,959 |
| Port Huron, Mich..... | | | 2 | 266 | 8 | 245 | 10 | 511 |
| Marquette, Mich..... | | | 2 | 114 | 2 | 57 | 4 | 171 |
| Grand Haven, Mich..... | | | | | 9 | 225 | 9 | 225 |
| Chicago, Ill..... | 3 | 57 | 3 | 237 | 41 | 1,456 | 47 | 1,750 |
| Milwaukee, Wis..... | 2 | 80 | 3 | 149 | 26 | 840 | 31 | 1,069 |
| Duluth, Minn..... | | | | | 2 | 130 | 2 | 130 |
| Memphis, Tenn..... | | | | | 3 | 68 | 3 | 68 |
| Chattanooga, Tenn..... | | | 1 | 66 | | | 1 | 66 |
| Louisville, Ky..... | 3 | 121 | | | 1 | 26 | 4 | 147 |
| St. Louis, Mo..... | | | | | 7 | 106 | 7 | 106 |
| Kansas City, Mo..... | | | 1 | 33 | | | 1 | 33 |
| Omaha, Nebr..... | 1 | 33 | | | | | 1 | 33 |
| Des Moines, Iowa..... | 1 | 207 | 1 | 98 | 2 | 36 | 4 | 341 |
| Dubuque, Iowa..... | | | | | 1 | 18 | 1 | 18 |
| St. Paul, Minn..... | | | 1 | 211 | 2 | 80 | 3 | 291 |
| Milwaukee, Wis..... | | | | | 3 | 63 | 3 | 63 |
| Chicago, Ill..... | | | 1 | 195 | 5 | 127 | 6 | 322 |
| Peoria, Ill..... | | | | | 1 | 19 | 1 | 19 |
| Evansville, Ind..... | | | | | 4 | 119 | 4 | 119 |
| Cincinnati, Ohio..... | | | | | 4 | 174 | 4 | 174 |
| Pittsburgh, Pa..... | | | 3 | 212 | 4 | 403 | 7 | 615 |
| Total..... | 142 | 7,493 | 154 | 29,923 | 1,364 | 56,515 | 1,660 | 93,931 |

RECAPITULATION OF YACHTS, BY DOCUMENTS.

| Documents. | Sailing yachts. | | Steam yachts. | | Gas yachts. | | House boats. | | Total. | |
|---------------|-----------------|-------|---------------|--------|-------------|--------|--------------|-------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Enrolled..... | 89 | 4,979 | 144 | 29,689 | 815 | 45,489 | 20 | 1,931 | 1,068 | 32,088 |
| Licensed..... | 33 | 583 | 10 | 234 | 549 | 11,026 | | | 592 | 11,843 |
| Total..... | 122 | 5,562 | 154 | 29,923 | 1,364 | 56,515 | 20 | 1,931 | 1,660 | 93,931 |

¹ Includes 2 house boats, 110 tons.² Includes 1 house boat, 61 tons.³ House boats.⁴ House boat.

No. 27.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED METAL YACHTS OF THE UNITED STATES, BY PORTS, JUNE 30, 1922.

[These yachts are included in statement No. 26.]

| Port at which documented. | Sailing yachts. | | Steam yachts. | | Gas yachts. | | Total. | |
|---------------------------|-----------------|-------|---------------|--------|-------------|-------|--------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Bangor, Me..... | | | 1 | 192 | | | 1 | 192 |
| Marblehead, Mass..... | | | | | | 24 | 1 | 24 |
| Boston, Mass..... | 5 | 694 | 6 | 1,708 | 4 | 662 | 15 | 3,064 |
| Providence, R. I..... | | | 2 | 587 | 1 | 142 | 3 | 729 |
| New London, Conn..... | 1 | 206 | 1 | 505 | | | 2 | 711 |
| New York, N. Y..... | 12 | 1,176 | 42 | 13,727 | 25 | 5,588 | 79 | 20,491 |
| Newark, N. J..... | | | | | 1 | 74 | 1 | 74 |
| Philadelphia, Pa..... | 2 | 233 | | | 1 | 103 | 5 | 1,246 |
| Wilmington, Del..... | | | 2 | 334 | | | 2 | 334 |
| Baltimore, Md..... | | | 1 | 147 | | 204 | 2 | 351 |
| Washington, D. C..... | | | 2 | 197 | 1 | 20 | 3 | 217 |
| Norfolk, Va..... | | | 1 | 244 | 1 | 48 | 2 | 292 |
| Savannah, Ga..... | | | 1 | 197 | | | 1 | 197 |
| Brunswick, Ga..... | | | | | 2 | 161 | 2 | 161 |
| New Orleans, La..... | | | | | 3 | 271 | 3 | 271 |
| Port Arthur, Tex..... | | | | | | | 1 | 233 |
| Galveston, Tex..... | | | 1 | 233 | | | 1 | 233 |
| Kansas City, Mo..... | | | 1 | 2,058 | | | 1 | 2,058 |
| St. Paul, Minn..... | | | 1 | 33 | | | 1 | 33 |
| Pittsburgh, Pa..... | | | 1 | 211 | 1 | 62 | 2 | 273 |
| Ogdensburg, N. Y..... | | | 1 | 15 | | | 1 | 15 |
| Oswego, N. Y..... | 11 | 216 | | | | | 1 | 216 |
| Buffalo, N. Y..... | | | 1 | 119 | 1 | | 1 | 119 |
| Toledo, Ohio..... | | | 1 | 79 | | 149 | 2 | 228 |
| Detroit, Mich..... | | | 1 | 135 | | | 1 | 135 |
| Port Huron, Mich..... | | | 4 | 2,365 | 1 | 114 | 5 | 2,479 |
| Chicago, Ill..... | | | 2 | 266 | | | 2 | 266 |
| Milwaukee, Wis..... | | | 1 | 100 | 1 | 17 | 2 | 117 |
| Los Angeles, Calif..... | | | 1 | 93 | 1 | 123 | 2 | 216 |
| San Francisco, Calif..... | 1 | 75 | 1 | 576 | 2 | 341 | 2 | 341 |
| Seattle, Wash..... | | | 2 | 278 | | | 2 | 651 |
| Total..... | 22 | 2,600 | 80 | 25,309 | 48 | 8,103 | 150 | 36,012 |

¹ House boat.

NO. 28.—CLASS, NUMBER, AND GROSS TONNAGE OF YACHTS BUILT IN THE UNITED STATES AND DOCUMENTED DURING YEAR ENDED JUNE 30, 1922, BY CUSTOMS DISTRICTS.

[These yachts are not included in statements Nos. 8 and 9 or 18 to 21, inclusive.]

| Ports at which built. | Sailing yachts. | | Gas yachts. | | Total. | |
|---------------------------|-----------------|-------|-------------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. |
| Belfast, Me..... | 1 | 30 | 1 | 30 | 1 | 30 |
| Boothbay, Me..... | 4 | 134 | 4 | 134 | 4 | 134 |
| Boston, Mass..... | 7 | 624 | 7 | 624 | 7 | 624 |
| Providence, R. I..... | 5 | 274 | 5 | 274 | 5 | 274 |
| Bridgeport, Conn..... | 4 | 143 | 4 | 143 | 4 | 143 |
| New York, N. Y..... | 142 | 4,013 | 42 | 4,013 | 42 | 4,013 |
| Patchogue, N. Y..... | 1 | 18 | 1 | 18 | 1 | 18 |
| Newark, N. J..... | 1 | 31 | 1 | 31 | 1 | 31 |
| Perth Amboy, N. J..... | 2 | 69 | 2 | 69 | 2 | 69 |
| Philadelphia, Pa..... | 9 | 385 | 9 | 385 | 9 | 385 |
| Baltimore, Md..... | 1 | 43 | 1 | 43 | 1 | 43 |
| Wilmington, Del..... | 1 | 113 | 1 | 113 | 1 | 113 |
| Washington, D. C..... | 1 | 80 | 1 | 80 | 1 | 80 |
| Jacksonville, Fla..... | 1 | 25 | 1 | 25 | 1 | 25 |
| Miami, Fla..... | 1 | 69 | 1 | 69 | 1 | 69 |
| Newport News, Va..... | 1 | 46 | 1 | 46 | 1 | 46 |
| Wilmington, N. C..... | 1 | 121 | 1 | 121 | 1 | 121 |
| Beaufort, N. C..... | 1 | 18 | 1 | 18 | 1 | 18 |
| New Orleans, La..... | 1 | 20 | 1 | 20 | 1 | 20 |
| Evansville, Ind..... | 1 | 47 | 1 | 47 | 1 | 47 |
| Buffalo, N. Y..... | 1 | 10 | 1 | 10 | 1 | 10 |
| Detroit, Mich..... | 1 | 47 | 1 | 47 | 1 | 47 |
| Chicago, Ill..... | 1 | 29 | 1 | 29 | 1 | 29 |
| Milwaukee, Wis..... | 3 | 57 | 3 | 57 | 3 | 57 |
| Louisville, Ky..... | 23 | 121 | 3 | 57 | 3 | 57 |
| Oswego, N. Y..... | 1 | 36 | 1 | 36 | 1 | 36 |
| Grand Haven, Mich..... | 1 | 9 | 1 | 9 | 1 | 9 |
| Los Angeles, Calif..... | 4 | 224 | 4 | 224 | 4 | 224 |
| San Francisco, Calif..... | 2 | 52 | 2 | 52 | 2 | 52 |
| Seattle, Wash..... | 7 | 179 | 7 | 179 | 7 | 179 |
| Total..... | 3 | 121 | 107 | 6,946 | 110 | 7,067 |

¹ Includes 6 yachts of 2,045 gross tons, built of steel.

² House boats.

NO. 29.—CLASS, NUMBER, AND GROSS TONNAGE OF DOCUMENTED YACHTS LOST, ABANDONED, SOLD TO ALIENS, ETC., YEAR ENDED JUNE 30, 1922.

[These yachts are not included in statements Nos. 8 and 9.]

| | Sailing yachts. | | Steam yachts. | | Gas yachts. | | House boats. | | Total. | |
|----------------------------|-----------------|-------|---------------|-------|-------------|-------|--------------|-------|--------|-------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| Lost..... | 1 | 27 | 10 | 360 | 22 | 1,272 | 1 | 31 | 24 | 1,432 |
| Abandoned..... | 1 | 27 | 10 | 360 | 17 | 514 | 1 | 31 | 29 | 932 |
| Sold to aliens..... | 1 | 27 | 1 | 60 | 16 | 629 | 1 | 31 | 17 | 689 |
| Sold to United States..... | 1 | 27 | 1 | 60 | 1 | 25 | 1 | 31 | 1 | 25 |
| Sold to State..... | 1 | 27 | 1 | 60 | 1 | 18 | 1 | 31 | 1 | 18 |
| Total..... | 1 | 27 | 13 | 580 | 57 | 2,458 | 1 | 31 | 72 | 3,096 |